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Scottish Air-Mail Letter

Chivalrous Enemies: Highest Ideal: Sir Ian's Best Battle: Murrayfield Changes

PRESIDENT HINDENBURG'S TRIBUTE

Edinburgh, Feb. 3.
The large drum and the six side-drums of the 2nd Battalion Gordon Highlanders, which were captured by the Germans at Ostend in the early days of the European War, and which since have been preserved in the Berlin Arms Museum, were handed over in Berlin recently to General Sir Ian Hamilton.

The drums had to be left at Ostend when the battalion received orders to advance, with all speed towards Antwerp. It was only recently that the whereabouts of these drums had become known, and Sir Ian then applied to President von Hindenburg for their return.

The President wrote granting this request, and invited Sir Ian to visit Berlin to receive the drums. The ceremony was carried out in the Reichswehr Ministry yesterday morning, the drums being handed over by the Reichswehr Minister, General von Blomberg, to Sir Ian Hamilton, who was accompanied by Lieutenant-Colonel McClintock, commander of the battalion. Colonel A. F. A. N. Thorne, the British Military Attache in Berlin, was also present.

CHIVALROUS ENEMIES

Also present were General von Fritsch, the Commander-in-Chief of the German Army, and Admiral Raeder, the Commander-in-Chief of the German Navy.

General von Blomberg expressed his great pleasure at being able to fulfil General Sir Ian Hamilton's request. He explained that the drums were not battlefield trophies, and that for this reason President von Hindenburg had been able to permit their removal.

General von Blomberg, who at Sir Ian's request, autographed his name on the big drum, said the German Army was proud to do this act of courtesy to chivalrous enemies. He sent his greetings to the Gordon Highlanders.

HIGHEST IDEAL

He recalled the fact that the regiment had been colleagues of the German Army at Waterloo and had always borne a chivalrous name: The Gordon Highlanders and the German Army had this in common—that their highest ideal was the defence of their respective countries.

General Sir Ian Hamilton, in reply, said that as Colonel of the regiment he was deeply touched by the ceremony.

He said that it was proposed that the drums should be sent to Edinburgh to be placed in a war museum, where coming generations would look upon their return as a symbolic act of friendship.

After the ceremony Sir Ian Hamilton was received in private by President von Hindenburg, who expressed his pleasure at being able to show an act of friendship to the Gordon Highlanders.

SIR IAN'S BEST BATTLE

To Lieutenant Colonel McClintock the President said he was proud to see an old soldier to send the drums back and to Sir Ian he expressed the hope that the old allies of Waterloo would once again become the friends they formerly were.

The President sent a message to the Gordon Highlanders as an old soldier to young soldiers, advising them to treasure the drums and saying that he was glad to be able to return them.

President von Hindenburg asked Sir Ian Hamilton what he considered his best battle. The latter replied, "The Boer War." The President replied that German military experts spoke in high terms of that action.

MURRAYFIELD CHANGES

The withdrawal of R. O. Murray from the Scottish pack is to be regretted, but what will cause more concern is the report that J. Beattie and K. O. Fyfe may be unable to turn out against Wales. There is no other forward in Scotland who is the equal of Beattie, and in a season when first-class wing three-quarters are scarce it will be a singular misfortune if Fyfe is not in the side, not only on account of his skill in attack but also because of his exceptionally good place-kicking.

SCOTTISH SCOTS, OR SCOTCH

The February number of the S.M.T. Magazine is an excellent production, and it is not surprising to learn that its immediate predecessor, the Hogmanay issue, was sold out within a few days of its publication. The editor, Mr. Inglis Ker, is to be congratulated.

In the current number Sir Herbert Maxwell, Bt., K.T., has an interesting article entitled "Scottish, Scots, or Scotch?" He writes:

A letter appeared lately in "The Times" newspaper from a correspondent, protesting against what he denominated as the modern fashion of using the term "Scottish" or "Scots" instead of what he declared was the proper and original form of the adjective "Scotch," which he said was good enough for Sir Walter Scott.

Well, I don't happen to have the Waverley Novels at hand for reference, but by sheer chance there lies on the table beside me the 1711 folio edition of the works of William Drummond of Hawthornden (1585-1649). Opening the book, I came upon the following passage:

The King sent a message to the Lords of his Council in Scotland bearing . . . that the above-mentioned particulars in the Parliament's declaration were . . . altogether false, and that therefore he was confident that the Scots would not allow themselves to listen to them. And this his letter he ordered to be published for quieting all fears and keeping all his Scottish subjects to their duty.

There is no instance in Scottish literature or correspondence earlier than the Union of Parliaments of the form "Scotch." It crept into use after the English had learnt to appreciate two delicacies from the northern realm, which are still popularly and properly known as Scotch broth and Scotch whisky.

A dispute over the correct form of this word gave occasion to one of the neatest rejoinders I ever heard in debate in the House of Commons. The Hon. F. Lambton (afterwards fourth Earl of Durham), having been put up by the Whigs to talk out a Bill on some Scottish subject, I forget what, having used the term "Scotch," a member of the Opposition called out: "Scotch, not Scotch!" "Oh, I beg the honourable member's pardon," said Lambton. "It is somewhat difficult for an Englishman to be quite correct in the use of that word. We speak of the Scots Guards and the London Scottish Rifles, but if I were to go into a house of entertainment, and asked for a glass of Scotch, I might be served with something I didn't want. I have always understood that the Scottish people preferred the spirit to the letter."

THE GORDON'S DRUMS

A Guard of Honour mounted by the Reichswehr and a crowd of curious storm-troopers, saluted General Sir Ian Hamilton when he arrived this morning at the War Ministry to receive back the drums of the 2nd Battalion of the Gordon Highlanders which were found by German troops at Ostend in October, 1914, accompanied by Lieutenant Colonel McClintock, now in command of the 2nd Battalion, who was received by the

DENIAL BY COL. LINDBERGH

No Stocks Received From Air Companies

New York, February 13.

Col. Charles A. Lindbergh has issued a statement denying the reports that he has received gifts of stock in air companies.

He states that any stock options he received were given in accordance with his contract with the Pan-American Airways Corporation.

His gross profits from stock warrants he holds in air companies in which he is employed, total U.S.\$187,000, without deducting business and flight expenses.—Reuter.

Col. Lindbergh is technical adviser to the Pan-American Airways Corporation and the Trans-Continental and Western Air Lines.

SURREY'S CAP. RESIGNS

Will Jardine Play In Future Tests?

London, February 19.

D.R. Jardine has resigned the captaincy of the Surrey Cricket eleven, according to the "News Chronicle."

The London newspaper adds that the resignation of Jardine does not imply that he will not captain the England eleven in the Tests against the Australians this summer, but that it is very unlikely that he will do so if he is not playing regularly in the Surrey eleven.—Reuter.

Jardine, who is at present captaining the M.C.C. side in India, was the captain involved in the leg theory dispute during the last M.C.C. tour in Australia. He succeeded Percy Fender as captain of Surrey two seasons ago.

Should Jardine not captain the England Test eleven the name of B. H. Valentine (Kent) comes readily to mind.

Reichswehr Minister, General von Blomberg, the Commander-in-Chief of the Reichswehr, General von Fritsch, and the commander of the Berlin area, General von Reichenau, Colonel Thorne, the British military attache, was also present.

The trophies, six side-drums and a big drum bearing battle honours, were handed over by General von Blomberg.

He said that it gave him the greatest pleasure to welcome the famous leader of a valiant regiment whose colours were known all over the globe. These drums were not spoils of war, but had been found by German troops in Ostend, and President von Hindenburg had at once agreed to General Hamilton's suggestion that they should be returned. General von Blomberg declared that there were ties of honour and respect between old opponents and soldiers, and he recalled that the Highlanders had fought by the side of the Prussians at the Battle of Waterloo. He hoped that the dark interval of the late War was now past, and that the ties of friendship would be renewed.

Sir Ian Hamilton spoke in reply of the emotion he felt on this occasion, his pleasure at seeing his regiment's old drums, and his appreciation of the courtesy and hospitality of the President and of the Reichswehr.

Having laid a wreath on the National War Memorial in Unter den Linden, Sir Ian called on President von Hindenburg. The two veteran soldiers, the German 84 years old, and the Scotman, 51, talked alone for 20 minutes and exchanged reminiscences of their military careers. Among these reminiscences were the triumphal march of the Prussian Guard through the Brandenburg Gate after the war of 1871, which had been watched by Sir Ian as a student.

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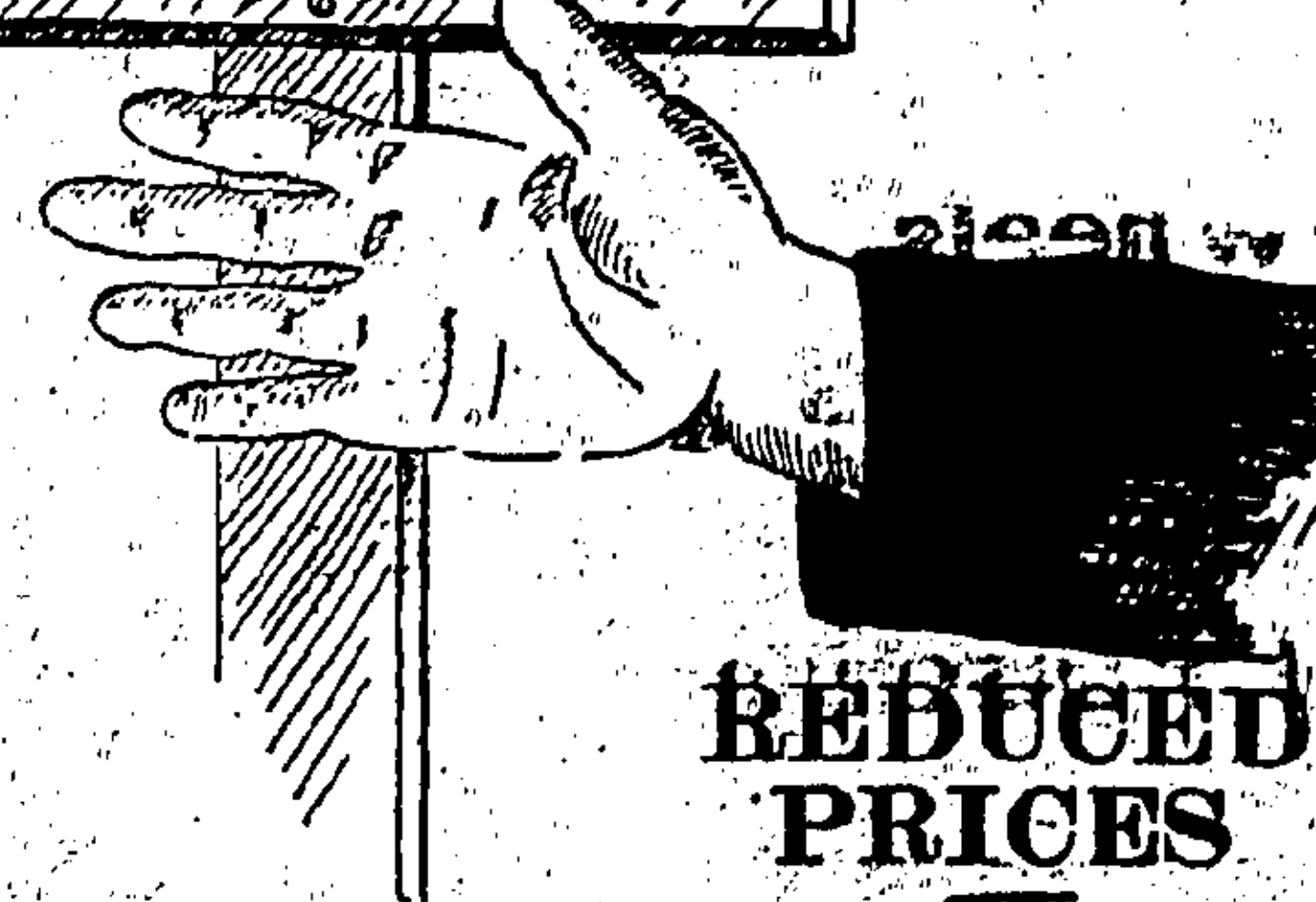
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MOTORS

THE BEST-LOOK- ING AUSTIN

A Cheap De Luxe Car

By J. P.

That popular and very over-worked epithet "de luxe" is getting yearly more difficult of definition—perhaps one should say that it means less and less every time it is used. It used to imply that most things about a given car were made regardless of cost, that nothing was omitted from the specification that could conceivably add to the enjoyment of the owner. There was a touch of Blue Train or Golden Arrow about it. To-day I defy anyone to show me a car costing £180 or over that lacks one thing we should not have labelled a luxury, an extravagance, a splendid unessential only a few years ago. All or none—with the exception, perhaps, of the cars that you buy for £130 or so—are "de luxe," which is really rather dull.

I am not at all certain whether I am complimenting or offending the new 10-h.p. 4-cylinder B.S.A. by giving it the name so few new cars deserve to escape. It has all the usual luxuries in the way of gadgets, the things we used to pay for so dearly as extras, and it has a good body. It looks as if it is very agreeably finished. In fact it dresses the part admirably. It also has the Daimler transmission, the fluid fly-wheel, and the Wilson gear-box, and this, I believe, must be registered as a real luxury, if only on the grounds that this is the cheapest car that is fitted with it. Certainly the Daimlers and, later, the Lancasters were regarded as luxury cars. In spite of the fact that the smaller models of these cost £310 and £450, prices that would never have suggested "de luxe" only three years or so ago, there is still a definite suggestion about them of the quality we paid so dear to get. Which seems to prove that, within limits, quality has less connection with price than in the vulgar old days.

REAL LUXURY

Whether it comes under the "de luxe" class or not, there is no doubt that the B.S.A. is very cheap. The model I tried the other day was the ordinary saloon (no description) that costs £230. There is one actually called "de luxe" that costs £255, and an intermediate "Special" at £245, besides a "Sports" coupe and saloon and a Tickford four-some coupe at £268, £275, and £290, but these differ only in coachwork equipment and finish. The essential car, complete with Daimler transmission, remains. Two hundred and thirty pounds is not much for what I have now finally decided is a "de luxe" car—I continue in the pious hope that one day that defensible word will be proscribed and plain English substituted for it. It belongs to the "serviette," "Cognac," "veritable," "petite," "chic" class, all words that are perfectly translatable into English. What is the matter with "Number One" or "A"?

You get several desirable features for your £230. The plain body is a comfortable one, with room for four grown people to sit in, fair comfort throughout the day. The two back passengers, in particular, are well provided for in the matter of leg and elbow room. There are six windows, a sliding roof, sliding front seats, and wide doors. The windscreen is adjustable, an important advantage, there are front and rear bumpers, the new type of anti-splash front wings, and leather upholstery. You get a comfortable maximum speed of about 58 miles an hour on top, of 45 on 3rd, and 30 on 2nd. At any speed over 25 miles an hour you would find it difficult to distinguish the action of the engine from that of a good six of the same size. It is unusually smooth.

STEERING

The car as a whole is very well balanced, the road-holding at any speed being exceptionally good. I liked the springing and it struck me that the steering was definitely of the "A" or "No. 1" class. It is light but sufficiently highly geared to give one a steady hold. There is nothing more irritating or tiring than the restless wheel of a low-geared steering that has no caster action. The brakes, of which there is only a single set, operated by both lever and pedal, are adequate, but not remarkable. I continue to prefer two independent stoppers, or six brakes in all. The complete car weighs 18 cwt., which is a reasonable figure in these days. The chassis weighs 12 cwt., and the wheelbase is 8 ft. 11 in., but it seems longer.

The specification gives some interesting figures. The side-valved 210 taxed 1,185 c.c. engine (63 by 95) develops 28-h.p. at 4,000 revolutions, averages a

A Fine All-Round Car

By "John"

In the new 12-h.p. six-cylinder "Ascot" saloon (taxed at £14) the Austin firm have produced a car that marks a considerable advance on its predecessor, the "Light Twelve-Six," which sold at a little under £200, if I remember rightly. It is, in the first place, a far more comfortable car. The Ascot saloon (de luxe that phrase again!) is, for any but the most expensive Austins, an entirely new type. The bodywork made or approved by this firm has always been sound, particularly the Weymann saloon fitted to the 16-h.p. some three years ago, but in my candid opinion none has been so attractive as this last production. There is plenty of room in it behind and in front, it is well-upholstered, and passengers can see out of it properly, it has enough headroom, and it has very agreeable lines.

I do not know whether the chassis or the body are light or heavy, but the complete car looks as a car of any size should, as if you could move it about with one hand. The doors are easy to get through in either direction, and although the wheelbase is only 8 ft. 10 in. and the radiator is still in what most of us call the normal position, over the front axle, and no attempt has been made to gain body-spade by moving it several inches forward in the existing fashion, there is comfortable room for four well-grown people. I should like to see better provision for luggage than the flap of the built-in boot, which conceals the spare wheel, but we are still a long way off the design of the real cruiser, the world-traveller that every car should be, and until we get it we shall have to put up with the grid-in principle if not always in appearance. The Austin Ascot-carrier is neat. A special type of flush-fitting sliding roof is fitted.

An Improved Model

So far, then, as accommodation goes, the Ascot is a big improvement on the older type. It is also a better car. It goes better and noticeably more smoothly. I should remark here that two engine sizes are to be had at the same price, a 13.9, taxed at £14, and a 15.9, taxed at £16. It was the former that I drove the other day. The engine of this has a bore and stroke of 81.25 by 84.63, which give a cubic capacity of just under 14 litres. The larger engine has a bore and stroke of 85.5 by 84.63, which means a capacity of 17.11 c.c. In other respects the engines are identical.

The smaller (I confess I do not see the point in calling it a Twelve when it is in fact a Fourteen or a Sixteen) has an easy maximum of about fifty-five miles an hour, while forty is readily reached on third. It has a considerable degree of flexibility, it runs quietly at all speeds, there is very little perceptible vibration released by the 1,300 mountings—I am still obsessed by that ancient bugbear of the lover of machinery—and it climbs well. It has gained immensely in quality over the old type. It has very pleasant manners.

A cruising maximum speed of 55 is not, of course, very high for a modern car of 1,500 c.c., but the general worth of the car must not be judged from this alone. It has many other good points that the driver's attention is far more occupied by these than by the record of the speedometer on the few occasions when he can drive the car all out. I liked the steering and the suspension particularly. Together they gave admirable road-holding in all circumstances. The rear springs are exceptionally flat and of a good length, mounted with silent-bloc oil-less bushes. Hydraulic shock-absorbers are fitted to both axles. The steering is of the worm and worm-wheel type and gives light and certain control. The gear-box has synchro-mesh engagement for top and third and an instant-mesh ("silent") on second as well as on third, giving a very quiet drive throughout. The ratios are 5.5, 8.84, 13.59, and 20.85.

Some Mechanical Details

The frame is of the now familiar cruciform design and a sturdy piece of work. It is low-hung, with a considerable up-sweep over the back axle. The two 6-volt batteries

are carried between the inner and outer frames. They should be on the dash, as they are in the 10-h.p. Four. The tank holds 8 gallons and the fuel is fed to the carburettor by pump. The engine is a very tidy job, well finished and neatly arranged. An air-cleaner is fitted to the intake, a hot-spot is achieved by bringing the induction and exhaust manifolds together, and the dynamo is mounted above the cylinder-block and driven by the fan-belt—an arrangement that would have been a nightmare a few years ago, but that is now as good a plan as any for efficiency and economy. Cooling is by thermo-siphon (an innovation, surely, for Austin?) and fan, controlled by a thermostat. Ignition is by coil and distributor, with an automatic advance and retard.

I took the Austin up Westernham Hill, starting from the cross-roads, as usual, on second speed from a foot's pace. The speed rose rapidly to 20 miles an hour, and only dropped to 19 for a few seconds on the steep bend, where the gradient is a shade easier than one in seven. The time was 56 seconds. At full throttle the engine ran with marked smoothness, and there was little or no resonance in the bodywork. I was impressed by the general feel of sturdiness and sound construction. This is a car, I should say, that will generously repay decent treatment and give reliable service for many thousands of miles. It is also by far the best-looking Austin I have seen.

MOTOR SUPPLEMENT

SIGN THAT SHOULD REDUCE ROAD ACCIDENTS

Case For Less Hooting And More Slowing Down

THE AGE THAT IS CARELESS

By "OWNER-DRIVER"

Motorists driving on main roads have now definitely the right of way. At least that is my interpretation of the order authorising the erection of "Major Road Ahead" warning notices at all places where secondary roads meet main ones.

These new signs consist of a horizontal thick line cut through its centre by a thin vertical one with wording in raised letters beneath.

Surely he, or she, would be a driver of extreme hardihood who would barge into a road crossing at speed after observing such an indication of danger ahead, yet I am regretfully confident that within the next few months we shall read of prosecutions for this offence.

I sounded the hooter. I often ask myself whether motor cars should be fitted with hooters of any description. The report that, since the enforcement of zones of silence in Paris the number of accidents in these areas had decreased seems to indicate that if there were less hooting there would be more caution on both sides.

For just as thousands of motorists defend themselves by declaring that they sounded their hooters, so do pedestrians arraign motorists on the ground that they did not do so.

Every day I view with feelings approaching horror the manner in which drivers rush towards street and road crossings at speeds varying between 20 and 50 miles an hour to the accompaniment of hideous screechings and the entire absence of visibility.

And then when two vehicles meet and the ambulances have departed from the scene, the police have to listen to contradictory tales of horrible misdeeds on the part of both drivers.

I have always been amazed at the way in which the man who always happens to be there can answer almost any question put to him. He estimates road speeds to within a mile an hour; he can pronounce judgment on what is a main road, on what this driver should have done, and so on, with a confidence that astounds when it does not sicken.

But, apart from these observations, we want less hooting and more slowing down at road junctions and crossings.

Another Threat to Safety. Despite manufacturers' statements, many four-cylinder cars, and not a few sixes, are rather noisy, especially when fitted with saloon bodies, and when the windows are closed it is not always easy to detect the sound of a hooter from another car far down another road.

And when one is carrying a load of chattering passengers, listening for another hooter is almost

less carried between the inner and outer frames. They should be on the dash, as they are in the 10-h.p. Four. The tank holds 8 gallons and the fuel is fed to the carburettor by pump. The engine is a very tidy job, well finished and neatly arranged. An air-cleaner is fitted to the intake, a hot-spot is achieved by bringing the induction and exhaust manifolds together, and the dynamo is mounted above the cylinder-block and driven by the fan-belt—an arrangement that would have been a nightmare a few years ago, but that is now as good a plan as any for efficiency and economy. Cooling is by thermo-siphon (an innovation, surely, for Austin?) and fan, controlled by a thermostat. Ignition is by coil and distributor, with an automatic advance and retard.

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as difficult as listening on the telephone when a crowd of people are laughing and singing in the same room as the instrument.

Yet we are threatened with wireless installations in motor cars.

I know that some declare that these sets are only for use when the car is parked at some beauty spot. I do not regard that as a defence against the argument that wireless in the car will make for still more careless driving. We all know that given a receiving set in any car many drivers and passengers will see no harm in keeping it going full blast whether the car is moving or at rest.

Accidents to Dogs. A reader asks me to state the circumstances under which the owner of a dog is entitled to compensation for an accident to the animal. I do not know.

But what I do know is that if owners of dogs that are permitted to wander about any old how, and at any time of the day and night, were to be fined for not keeping them under proper control and thereby contributing to many road accidents, there would be a large increase in the sale of dog leads or a reduction in the number of dogs.

I once had a narrow escape in a violent skid brought on by an endeavour to swerve from a dog that ran suddenly into the road. But since I do not swerve on wet roads when dogs try to commit suicide, I should be very sorry to kill a dog or even injure one, but I should be much sorer if I killed my passengers in trying to save a dog.

This Easy Starting Business. My recent article on easy starting of refractory engines has brought a letter from Mr Watkinson, the Ford agent in Dumbarton. He tells me that tickling the accelerator pedal on a Ford car would be entirely wrong if one wanted an easy start.

The pedal, he says, must be left alone for a few moments, and he adds that if the throttle is not closed the starting device cannot function.

So there you are. Every make has its little peculiarities. Do You Agree with This? Another reader writes, apropos of my views on road accidents, that he considers a boy of 17 is often a far superior driver to a man of 50, and much easier to teach. The boy listens; the adult will not. He also advocates strongly the proposal for driving tests.

On the question of the best driving age I am not altogether in agreement with my correspondent. I am now analysing very extensive and extraordinarily complete figures supplied by the largest transport organization in this country, if not in the world, and my conclusions, which are not to be taken as final, are that most accidents are recorded against the driver of some four years' experience.

If the final conclusions confirm this impression, it would seem to be that a driver becomes dangerous immediately he begins to think he is competent.

For that reason it has always been my practice to discipline myself by declaring each time I take the wheel that I shall drive this car better to-day than ever I have done before. I don't think I always succeed, but the urge towards perfection is there—and it makes me become increasingly careful and watchful.

9-H.P. CAR CARRIES SEVEN MEN

Advantages Of Being A Japanese

There is at least one advantage in being only 4 ft. 6 in. in height, the average height of a Japanese native, as seven can easily be carried to and from the rubber plantations in a 9-h.p. car fitted with a seven-seater truck body. A large order for these chassis has been received by a Coventry company for shipment to Java. The small size of the average British chassis has hitherto frequently hampered sales in foreign markets, but it now seems likely to come into its own.

Note.—The firm mentioned is the Singer Co.

HOW I "TRAVELLED" CANADA

High-Class British Car Which Commanded A Big Second-Hand Price

Recently I decided to visit Canada. Since it was the height of summer I decided to take my Sunbeam tourer with me that some motoring pleasure might be combined with my business tour.

I landed in Montreal, whence I motored via Quebec and Ottawa to Toronto. Round Toronto, the Queen City of Canada, are situated many Canadian factories, and within easy ride are most of the automobile manufacturing and assembly plants. When I was there no fewer than sixteen American-owned Canadian assembly plants were operating in that province of Ontario alone. Strange to say, I found many Canadians were still under the impression that British manufacturers are "out of date." This is the result of American propaganda.

In the principal cities and throughout the countryside I was struck by the frequency of "gas" stations. In Toronto often two or even three corner sites of backstreet crossings are occupied by filling stations. One wonders how these units are ever made to pay their way, but in many Canadian homes two- or three-car garages are commonplace, and it is the primary ambition of every young

man upon venturing into the world to own an automobile.

As one rarely sees an English car in Canada. In the cities, however, and in certain parts of eastern provinces, Austin Sevens are in use as delivery vans. The growth of this market depends upon the service facilities offered. The savings in running expenses for light delivery work afforded by these neat little machines are obvious.

In spite of the fact that the American cars are usually changed annually, I found that those possessing the better English units could command a price far higher in Canada, for a second-hand car than that to be had in England to-day. I sold the Sunbeam in Toronto at a price which when exchanged into British currency yielded me about \$250. More than for a five-year-old English car than for an almost new Cadillac. On another occasion, about twelve years ago, the foreign exchange acted as my godfather. During the fluctuations of the French franc I purchased a Fiat in Paris which, after using for six months, I sold at a price that, converted into sterling, yielded me a net profit of fifty shillings!

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4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

JOHN L. THORNYCROFT & CO., LIMITED,

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TEL. 56759.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

ENSIGN
CINE
CAMERAS
with
F.1-5
Lens
A. TACK & CO.
25, Des Voeux Road, Central
ZEISS
CAMERAS
BINOCULARS
Developing & Printing
One Day Service.

Mr. & Mrs. Y. Mori,
MASSAGE.
A Cupuncture, More Causis
and Bone Setting
HOLDERS OF JAPANESE AND
HONG KONG GOVERNMENT
LICENSES.
Cure Sprained-Ankle and Wrist.
Recommended for many years
by Local Hospitals and Doctors.
4, Wyndham Street (1st Floor).
Tel. No. 26051.

MASSAGEUR R. SHIMIDZU
MASSAGEUR S. KISAKI.
Recommended for many
years by Government
Civil Hospital, Peak
Hospital, etc., and by all
the local doctors.
24, Wyndham St. Tel. 24945.

FOR SALE
1934
POSTAGE STAMP CATALOGUES
from
Stanley Gibbons Ltd.
Part I British Empire \$ 4.90
Part II Foreign Countries \$ 7.50
Yvert and Tellier \$ 7.75
Scott Stamp & Coin Co \$ 9.00

GRACA & CO
Dealers in Postage Stamp, Garden
Seeds, Religious Goods, Toys, etc.
No. 10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

J. TOMINAGA
PACKING CONTRACTOR
ANY KIND OF PACKING
PROMPTLY EXECUTED
At: **YAMATO**
10, Johnston Road,
or
MAYEDA & CO.
13, D'Almeida Street,
Telephone 20690.

TAK CHEONG
(Est. 1888)
TAILORS,
OUTFITTERS & DEALERS.
IN ALL KINDS OF FANCY GOODS, ETC.
50 & 52, Queen's Rd., C. Tel. 21317.

HOTEL (PRIVATE)
ARGYLE PRIVATE HOTEL
8, Conduit Road. Telephone
22480. Single, Double and Suite.
Flash System. Hot and Cold Water.
Excellent Cuisine. Terms reasonable.
Write or Phone Mr. J. Russell.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction
THE HOTEL RIVIERA
MACAU
Cable Address:—"Riviera, Macau."

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—
SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET
BOUNDS AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps
for postage should be remitted.
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Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid
Rate of **One Dollar** for **THREE INSERTIONS.** (If Charges collected, \$1.50.)

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Please insert.....times. Enclosed.....in payment.

Signature.....Address.....
Address—The ADVERTISEMENT MANAGER, "Hongkong Daily Press."
11, Ice House Street, or P.O. Box 1

PREMISES TO LET

CREDIT FONCIER
D'EXTREME
ORIENT

French Bank Building, 5, Queen's Rd.
Tel. 21003.

MODERN FLATS
4 Roomed, 298, 300, 269 & 271, Prince
Edward Road, with Garage.
2 Roomed, Prince Edward Road, next
to Railway Bridge.
3 Roomed, 103 & 105, Tai Po Road.
MODERN RESIDENCES
5 Roomed, 221, 223, 229, 231, 249, 251
& 278, Prince Edward Road, with
Garage.
6 Roomed, 11a, Belfair Road, next to
St. Theresa's Church, with Garage.
7 Roomed, 294, Prince Edward Road,
with Garage.
MODERN SHOPS & FLATS
In Camber Buildings, Nathan Road,
Kowloon.
13, Burt Street, Hongkong.
183, Queen's Road Central, Hong
Kong.
23, Hing Hon Road.

FLATS TO LET

T LET—Flat No. 3 "Ticis Man-
Oston" Macdonnell Road, from 1st
March. Apply Messrs. Xavier Bros.
Ltd. or Telephone 22722. [2322]

A Ttractive Three and Four
roomed Flats in Humphreys and
Carnarvon Buildings, Kowloon. All
modern conveniences. Apply HUN-
FREYS ESTATE & FINANCE CO.
LTD., Alexandra Building. [2300]

PREMISES TO LET

HONG KONG—Furnished room,
with Board (new flat facing
Race Course), suit bachelor. Phone
32801 for particulars. [2373]

HOUSES TO LET

CHEUNG CHAU Furnished House
To Let, Five to Nine Months from
February 1st. Electric Light. Large
Garden. Two Servants. Apply Box
No. 2177. c/o Hong Kong Daily Press. [2178]

TO LET—FELIX VILLAS. Desir-
able Corner Residence in pleasant
and healthy locality. Four large and
three small rooms, two bathrooms.
Modern sanitation. Bus service.
Garage. Moderate Rental. Apply F.A.
Joseph, Property Department, Phone
No. 24910. [2342]

TO LET—No. 9 Austin Avenue, as
from 1st March. Apply Messrs.
Xavier Bros. Ltd. or Tel. 22722. [2327]

PERSONAL

MRS. A. WARD late of 29,
Vicarage Road, East Sheen,
Surrey (1931), or her legal representa-
tives, may HEAR SOMETHING to
her ADVANTAGE upon communica-
tion with Box No. 648. c/o Hong Kong
Daily Press. [248]

WANTED TO BUY.

WANTED to buy SECOND
HAND NOVELS and BOOKS
please state quantity and cheapest
price to S. O. N. LEE, 52, Lai Chi
Kok Road, Shamshuipo. [266]

WANTED KNOWN

LAATEST "G.E." NEW SYSTEM
SIX MODEL ALL WAVE SUPER-
HETERODYNE, AIRPLANE IL-
LUMINATED DIAL, 8 TUBES.
Automatic Volume Control. 6-12
Watts undistorted output. Cabinet
Queen Anne design, hand-rubbed wax
finished. Full size Dynamic speaker.
Distributors:—RUDOLF WOLFF &
KEW, LTD. [267]

MARCONI "272" Five Valve
Superhet. "THE SUPER-
LETTER" 45 M/C PONTABLE
SIX VALVES Superhet. P.YE
P/B Portable SIX VALVES Superhet.
"VALLEY" FIVE VALVES
"SQUARE PEAK" Superhet.
"KOLSTER-BRANDS" 686 SIX
VALVES SUPERHET. Superlative
British Receivers. Agents: RUDOLF
WOLFF & KEW, LIMITED. [268]

KING'S

COMING ATTRACTION!
Stark drama told in a new way
...NARRATIVE
with
SPENCER
TRACY
COLLEEN
MOORE
THE POWER AND THE GLORY
A Jesse L. Lasky Production
Directed by WILLIAM K. HOWARD

Prevent Colds
conquer Sore Throat
by taking
FORMAMINT
The Germ-Killing Throat Tablet.



POETRY OF DISTINCTION
By our Expert Photographer
MR. LEE TAI LAM (M.T.I.)
MOST SUITABLE X-MAS GIFTS
REASONABLE PRICES
DURING HOLIDAY SEASON.
MARRY'S STUDIO
190, Queen's Road, Ctl. Tel. 26227.

H.K. WIRELESS PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

1-2 p.m.—European programme.
1 p.m.—Local Time and Weather
Report.
1.3 p.m.—Recorded music.
1.20 p.m.—Rugby Press News, etc.
1.30 p.m.—A relay of the Rotary
Club Tiffin Speech from the
Gloucester Restaurant.
2 p.m.—Close Down.
DANCE MUSIC FROM THE
STUDIO TONIGHT.
4.30-7.30 p.m.—Chinese programme.
6.30-7 p.m.—Chinese Shorthand
lesson from the Studio.
7.30-10.30 p.m.—European programme.

7.30 p.m.—Closing Local Stock
Quotations, etc.
7.33-8 p.m.—From the Studio.
The first of a series of lessons in
"Cantonese" by the Rev. Mr. H. R.
Wells.
8 p.m.—Local Time and Weather
Report.

8.3-8.45 p.m.—A Selection of In-
strumental Music.
Octet—Melody (Dawes)
Octet—Moonbeams and Shadows
(Squire)—J. H. Squire Celeste
Octet.
Violin Solo—Danza Espanola (De
Fallas; arr. Kreisler).
Violin Solo—Waltz in A Flat
Major (Brahms)—Isolde
Menges.
Organ Solo—Minuet Antique
(Walling).
Organ Solo—Three Fours Waltz
Suite, No. 3 (Coleridge Taylor,
arr. Goss-Custard)—Reginald
Coss-Custard, F.R.C.C.
Guitar Solo—Fandango (Tur-
ina).
Guitar Solo—Tremolo Study
(Tharrega)—Andres Segovia.
Cello Solo—Sarabande (Sulser,
Op. 8).
Cello Solo—Ave Verum (Mozart,
arr. Squire)—W. H. Squire.
Pianoforte Solo—Paganini Stude
in E Flat Major (Paganini-
Liszt-Busoni).
Pianoforte Solo—Children's
Corner Suite—No. 3 Serenade
for the Doll (Debussy)—Vladim
Horowitz.

8.47-9.30 p.m.—
In a Persian Garden, from "The
Rubaiyat" of Omar Khayyam
(Pitzgerald and Liza Lehmann)—
Dora Labbette, Muriel Brunskill,
Hubert Siadell, Harold Williams
and Harold Fedlar.
9.30-10.30 p.m.—From the Studio.
Dance Music by Fred and His
Pals.

Programme.
Fox Trot—Night Shall be Filled
with Music.
—Forty-Second Street.
—Let the World Go
Drifting By.
—Dinah.
Slow—My Silent Love.
Fox Trot—Shick of Arab.
—Thanks.
Waltz—Love You Truly.
Fox Trot—Ida Sweet as Apple
Cider.
Slow—There's a Cabin in the
Pines.
Fox Trot—Lasybones.
—Dinner at Eight.
—Hold Me.
Rumba—Love Song of the
Nile.
Fox Trot—Sweet Sue.
Waltz—Shadow Waltz.
Fox Trot—Id Like to go back in
the Evening.
—Don't Blame Me.
Slow—Blue Prelude.
Fox Trot—Sweetheart Darlin'.
10.30 p.m.—Rugby Mid-day Press
News.

10.35 p.m.—Close Down.
RADIO MANILA
5 p.m.—Tea Dance Programme
San Juan Cabaret Orchestra.
6.10 p.m.—Spanish International
Period.
6.30 p.m.—English International
Period.
7 p.m.—Songs by "The Mystery
Singer".
7.15 p.m.—Requests.
7.30 p.m.—Lyric Music House Pro-
gramme—Chuck Robins at the
Seller Grand.
8.15 p.m.—Radio Crusaders.
8.45 p.m.—Stock Quotations.
8.50 p.m.—Opera Hour.
10.30 p.m.—Sign Off.

THE PRINCE GIVES UP
GOLF
Gardening Now His Hobby

The Prince of Wales has become
so keen a gardener that he has
practically given up golf for the
moment.

Every day he spends hours in the
grounds of Port Belvedere, his
Sunningdale home, with two gar-
deners, planning, digging, and
planting.

When spring comes thousands of
daffodils and narcissi, many of
them from the Prince's estates in
the Scilly Isles, will burst into
beauty round the old red walls of
the fort. Hundreds of them have
been planted by the Prince's own
hand.

After conferences with several
leading landscape gardeners, the
Prince has drawn up plans for a
summer show of all English flowers
in the ornamental beds and borders
of the fort.

Heliotrope, the King's favourite
shrub, is one of the Prince's choices
for the borders, and slips from the
King's garden at Sandringham have
been planted out at the fort.

THE UNITED KINGDOM ELECTRIC CABLE INDUSTRY

Gutta Percha Armoured With Iron

As a specific industry the
making of insulated cables
for conveying electric currents
is of British origin. This
is mainly because telegraph
founded on the inventions of
Wheatstone was of United King-
dom origin. The earlier telegraph-
ic conductors were either over-
head wires or wires covered with
cotton and saturated with paraf-
fin wax. Then gutta percha was
adopted and probably for the
small currents used in telegraphy
no superior material could be
found, but its defect of softening
at a low temperature renders it
unsuitable for heavier lighting or
power cables. The experience
gained with gutta percha insulat-
ed cables, armoured with iron
wire, for submarine work led to
the decision to connect America
with England under nearly 3,000
miles of ocean which was success-
fully accomplished in 1858. This
was followed by the coupling up
of continents and islands by sub-
marine cables which were mostly
made and owned in the United
Kingdom. Thus when about 1880
the solution of the problem of
electric lighting by efficient dyn-
mo electric machines, in con-
junction with the modernised
lamp and incandescent
lamps, was achieved, there
were already in existence insulat-
ed cable works ready to supply the
requirements of the new industry.

The making of insulated cables
in the United Kingdom thus had a
technical start which it has since
maintained.

Cables for Light and Power
Purposes
To-day the bulk of cables
used for light and power purposes
come under the following heads:

(1) Cables insulated with
India Rubber. (2) Cables in-
sulated with paper impregnated
with oils; this latter
group may be sub-divided into
low tension cables, high tension
cables and extra high tension ca-
bles. (3) Cables insulated with
the heavy current electric era,
these were the only cables gener-
ally applicable, both for under-
ground use and for the internal
wiring of buildings. It is true
that they were expensive, as the
price of India rubber was high,
and this led to the endeavour
particularly in America to sub-
stitute cheaper materials, not-
ably braiddings or wrappings
of cotton or other fibres
and thin saturation with insulat-
ing waxes of which oakdrie was
the most successful. Cables are
insulated with pure made into a
thin sheet generally by dissolving
it in a solvent and spreading the
pasty mass on a sheet of cloth
from which, after drying, it is
removed and cut into strips to
be applied to the conductor. With
good qualities of rubber, such
cables run in casings or tubes in
dry surroundings and in the dark
give excellent results; there are
frequent cases of such wires be-
ing removed after 35 years service
and found to be still quite good.

Where, however, as in most cases
damp has to be combated, the
practice is to cover the pure rub-
ber with a further layer of vul-
canizing rubber and to vulcanize
the whole at a temperature of
285-300 F. In addition to the
advantage of vulcanized India
rubber in withstanding moisture,
it is usually to cover the rubber
insulated cable of either class with
a cotton or hemp braiding, which
is treated with a preservative
compound. This covering gives
additional mechanical protection
and also protects the India rub-
ber from air and moisture both of
which tend eventually to cause
chemical alteration and deprecia-
tion. The call for simple methods
of wiring existing buildings or
new buildings of a cheap class
without pulling up the floors or
cutting the walls and yet avoid-
ing the rather unsightly method
of fixing tubes on the surface,
has led to the development of
wiring systems in which the con-
ductors are insulated with rubber,
and protected by a further cover-
ing of specially tough rubber,
which originally was of the com-
position used for solid car tyres.
Such wires are frequently made
in double from (twin) and are
neatly fixed to the surface of the
wall or ceiling, being painted to
match these. Such protected
wires with a flexible stranded
conductor, are also used for flex-
ible connecting wires for portable
domestic apparatus. In place of
the high tough rubber protection,
similar systems utilise a metal
covering of copper or hard lead
alloys. Whilst India rubber insulat-
ed cables have been highly suc-
cessful for internal work, they did
not prove suitable for under-
ground use, when drawn into
pipes, and very soon an effort
was made to find a more suitable
and less costly cable for this pur-
pose. (2) Paper insulated cables.

About 1887 Ferranti introduced
the use of paper treated with an
impregnating compound as a ca-
ble insulator, making with this
the first high pressure (10,000
volts) cable for the Deptford to
London transmission. In the case

there was an inner conductor in
the form of a solid copper rod,
covered with impregnated paper,
round which was an outer con-
ductor in the form of a copper
tube, the whole being drawn into
an iron pipe. The cable was made
in 20 feet lengths and jointed by
mechanical joints. Whilst this was
very successful and remained in
use for over 30 years, it is clear
that something more flexible was
needed for general use. In 1845
Professor Charles Wheatston had
patented the method of covering
an insulated conductor with a lead
tube and this idea was revived
successfully by Bortli in France in
the early eighties, using insulat-
ing waxes, and the impregnated
paper became a success when the
paper was applied in strips about
1 in. wide and was covered
with lead. To-day for all
low pressure work in the streets,
etc., such cables are standard
practice. Gradually as the
technique was developed the
working pressure for which they
could be used advanced by stages
to 20,000 volts then 30,000 volts,
and some cables with 60,000
volts were successful, though
others at this pressure gave trou-
ble. These difficulties were large-
ly removed when the practice be-
came general of covering each
core separately, either with lead
or copper foil or finally paper
metallized by spraying molten
metal on to it. These cover-
ings are connected together
and to the lead sheath. When
attempts were made to use
paper insulated cables for still
higher pressures, it was found
necessary to provide for the
breakdown likely to arise should
empty spaces exist or be formed
by the impregnation compound
being driven out by expansions
due to the heating of the con-
ductors or by the bending of the ca-
ble in laying or otherwise, for in
these cases electric discharges take
place within the insulation even-
tually causing a breakdown. Se-
veral methods are being used:

(a) The cable has been connected to
it elastic oil reservoirs so that if
expansion of the oil forces it out,
the elastic reservoir returns it.
(b) The cable is laid in an outer
iron pipe capable of supporting a
high pressure and this outer tube
is filled with air or gas under
great pressure so limiting the oil
expansion and as the oil contracts
pressing the lead sheath again in-
to the original dimensions. (c)
The cable is filled with a gas un-
der high pressure so that even if
voids are formed they are filled
with a gas under pressure and
no discharges take place. (d) The
cable and its lead sheath are made
elliptical in section, so that on
the expansion of the oil filling
they become more nearly circular,
giving a greater internal volume,
returning on cooling to the ellip-
tical form. By one or the other
of these devices paper insulated
cables are constructed carrying
up to 132,000 volts and are under
construction for 230,000 volts.

Telephone Cables.
The problems here presented are
quite different to those for light
and power, it being necessary to
avoid capacity or so called absorp-
tion phenomena which would re-
sult in the distortion of the elect-
ric currents which are to repro-
duce speech, India rubber or im-
pregnated paper are unsuitable.
The ideal medium would be a va-
cuum or air, and as an approach
to the latter each wire is covered
with a thin spiral of paper, a
number of such wires are group-
ed together and the whole enclos-
ed in a lead pipe through which
dry air is drawn, so as to remove
all moisture. A great number of
such wires being enclosed in one
pipe, the arranging of the wires
and their groups is important to
prevent cross talking, that is the
current variations in one pair of
wires affecting the current in an-
other pair.

This is primarily a matter of re-
sistivity, but to make that effective,
great accuracy of manufacture is
necessary so that the individual
pairs of wire have identical elect-
rical properties (constants). By
co-operation between United
Kingdom manufacturers and the
engineers to the British Post
Office, a standard has been reach-
ed which is believed to be higher
than that existing elsewhere.

Premier Position of United
Kingdom Industry.
It will be realised that the
successive stages of ad-
vance which have been men-
tioned have necessitated constant
research, and periodical equip-
ment and re-equipment of the
United Kingdom factories pro-
ducing these cable products. More
and more accuracy of manufac-
ture is required, more scientific
control of the raw materials both
as to mechanical strength and as
to electrical and chemical prop-
erties, and both on the mechanical
and the technical side these fac-
tories are perpetually kept up to
date. The high standards set up
by the Cable Makers' Association
are known throughout the world,
and the result is that in the home
and abroad production of cables
of all kinds the United Kingdom
cable industry leads the world.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

WEDNESDAY,
FEB. 21, 1934

COMMENCING AT 10.30 A.M.

At No. 2180, NATHAN ROAD,
KOWLOON.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

ON VIEW FROM TUESDAY,
THE 20TH FEBRUARY, 1934.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

THURSDAY, FEB. 22, 1934

COMMENCING AT 2.30 P.M.

At THEIR KOWLOON SALES
ROOM, No. 35, HANKOW ROAD.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

Comprising—

Chesterfield Couches and Arm-
chairs, Wardrobe, Dressing Table,
Chest of Drawers, Cupboard, Chairs,
Armchairs, Dining Table, Side
Board, Ice Chest, Brass Ware, Silver
Ware, Cutlery, Glass Ware, Linen,
Ornaments, Pictures, Carpets, Dinner
Crockery, Porcelain Ware, Tea Set,
etc., etc.

also

A QUANTITY OF
BLACKWOOD FURNITURE

Including:—

Blackwood Jose Table, Blackwood
Tea Poy, Blackwood Chairs,
Blackwood Desk, Blackwood Cabinet,
etc., etc.

and

Gramophones
Enamelled Bath
Shanghai Bath.

ON VIEW FROM WEDNESDAY,
THE 21ST FEB. 1934.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

FRIDAY, FEB. 23, 1934

COMMENCING AT 10.30 A.M.

At No. 969, NATHAN ROAD
(Top Floor), KOWLOON.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

ON VIEW FROM THURSDAY,
THE 22ND FEB. 1934.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

Special

FEBRUARY,
19th to 28th.

FOR THE RACES

Scott's

SOFT FELT
HATS

\$19.50 net.

Usually \$29.50.

Chamois Leather
GLOVES

\$5.00 net.

Usually \$8.50.

MACKINTOSH'S LTD

MEN'S WEAR SPECIALISTS



KING'S THEATRE

A Dancing Display by the pupils of
the O'Keefe-Montgomery
School of Dancing.

Tuesday, 6th March, 1934, at 5.10 p.m.

Under the Distinguished Patronage of

His Excellency the Governor, Sir William and Lady Peel.

Part of proceeds to be given to

Earl Haig's Fund for disabled Sailors and Soldiers.

Tickets: \$1.00, \$3.00, \$2.00, \$1.00.

(Including tax.)

Children and Service Men half price.

(\$4.00, \$3.00, \$2.00, only)

HONGKONG AMATEUR DRAMATIC CLUB

PRESENTS

"TEN
MINUTE
ALIBI"

ROYAL NAVAL CANTEN THEATRE

FEBRUARY, 20th, 21st, 23rd and 24th, 1934 at 9.15 P.M.

Booking at ANDERSON MUSIC CO.

For Better Printing

CONSULT

The Hong Kong Daily Press.

All kinds of
Job Printing, Stationery,
Book-binding, etc.

Undertaken

at Moderate Prices.

Please Phone or Write to—

HONGKONG DAILY PRESS

Tel. 30251. 11, Ice House Street.

ECHOES OF 1860

11.—Mr. Tarrant Released From Jail

Mr. Tarrant was released from Gaol on Saturday evening. Previous to his release, he handed us the enclosed for publication, which requires no comment. The interest on the bill of cost was \$225. Thus the act of spoliation, which has done more to damage the Government than any device that could have been possibly invented.

To the Editor of the "Daily Press"—Debtor's Gaol, Hongkong, 4th August, 1860.

Mr. Editor, Having received the sum of two thousand dollars raised by public subscription to be presented to me for the purpose of aiding in satisfying the writ under which I am held in this prison for the cost of the prosecution in my libel on the Acting Governor, Colonel Caine, in September last; I have to avail myself of your columns to acknowledge the handsome testimonial, which is most gratifying—and I have to beg that the donors will receive my warm thanks for their great kindness.

The circumstances of my imprisonment from first to last, have been remarkable, and I am not surprised at the matter having created public sympathy.

But for this public demonstration, however, I should have remained

here until I receive an answer to my petition to the Queen for leave to appeal against the excessive demand for which I am imprisoned; and should it be that I succeed in obtaining a reduction of the bill of costs, I shall look on the money which has been subscribed—and which will be paid to the Master of the Crown Office under formal protest—as a fund to be disposed of for some public good.

In all the annals of English Jurisprudence I do not think there is the parallel of such a case of hardship and oppression, and repeating to subscribers my thanks for coming to my aid, I subscribe myself, Very faithfully yours, William Tarrant.

FROM THE ADVERTISEMENTS
The following is taken from the advertisements.—Just Received for Sale.

A superior photographic apparatus, made by Baker of High Holborn, London, screwed expressly for hot climates with best double achromatic lens and an ample supply of the necessary chemicals, rack and pinion motion for views and portraits, a book of instructions and all the requisite implements and measures.—Apply to Lang Crawford and Co., Hongkong, July 21, 1860.

Around the Courts

SOLDIER GETS SIX MONTHS.

Pleads Guilty to Perjury.

Private James Leslie Bryant of the Lincolnshire Regiment, pleaded guilty before Mr. Justice Wood at the Criminal Sessions yesterday, to a charge of making a false declaration in swearing before the Registrar that there was no obstacle to his marriage with a girl named Lucy Leong.

He was sentenced to six months' hard labour.

After pleading guilty, prisoner said that he had been going out with the girl for some time and in September she told him she was in trouble and he was the person responsible. Later, she asked him to marry her and though he had first refused, she said that she would die if he did not marry her. He accordingly went to the Registrar and gave notice of the marriage. A news item appeared the same day, and on seeing this, the girl said she was satisfied. The next day he went to the Registrar and asked if he could withdraw the notice. He did so on being told that this would be in order.

Mr. J. A. Fraser, Assistant Attorney General, prosecuting, said there was no reason to doubt prisoner's story.

In passing sentence, Mr. Justice Lindsell, P. M. Judge, said the punishment for perjury was a serious one and he was imposing a light sentence in view of prisoner's fine Army record.

ATTACK ON MRS. HUNTER

Trial Adjourned.

A charge of wounding Mrs. Hunter, preferred against a sixteen year old servant boy was to have been taken at the Criminal Sessions yesterday, but the hearing has been adjourned to February 27 on the ground that Mr. H. C. Macnamara, who had only just been instructed to appear, would require some little time to prepare the defence.

MILK EXPERT'S CLAIM

Judgment Awarded to Mr. Allen

Mr. Justice J. R. Wood gave judgment for the plaintiff, Mr. George Fowler Allen, on the legal points reserved in the case in which Mr. Allen sued Mr. H. C. Macnamara, who had only just been instructed to appear, would require some little time to prepare the defence.

The point at issue was whether the contract of service between the plaintiff and defendant was supported by sufficient memorandum in writing and his Lordship found that the defence, based on the Statute of Frauds, had failed. Judgment was accordingly entered for the plaintiff with costs.

Mr. H. C. Macnamara, instructed by Messrs. Deacons was for the plaintiff, and Mr. Eldon Potter, K.C., instructed by Mr. P. H. Sin was for the defendant.

After the judgment, Mr. Potter applied for and obtained a stay of execution pending appeal, notice of which was to be filed within seven days.

Bail of \$25 deposited by William Spencer who failed to make an ap-

pearance at the Kowloon Magistrate to answer a charge of disorderly conduct, was estreated.

For keeping a gaming house at No. 10 Lower Rutter Street, a young houseboy was fined \$50. Four other persons who appeared before Mr. Balfour were fined \$3 each. A sum of \$8.64 which was picked up on the table by the police during the raid on the premises, was consigned to the Poor Box.

FLAW IN EVIDENCE

Office Summons Withdrawn

The summons against B. Ditta of 66, Hennessy Road for selling ghee which was not of the nature, substance or quality demanded to the prejudice of the purchaser was withdrawn on the application by Mr. T. S. Whyte-Smith at Central Magistrate yesterday.

In making the application, Mr. Whyte-Smith said that there seemed a little doubt about the evidence, as to whether the shop assistant had warned the Sanitary Inspector. There was a witness who seemed to think that a warning was given before the purchase, and under these circumstances he would not like to go on with the case.

Mr. Hamilton said that Mr. Ditta had come up on four occasions. It was most unfortunate that the flaw in the evidence was not discovered earlier. He knew there was a great difficulty with Sanitary Dept. cases, and he was not at all sure that the Department should not have a solicitor attached to the Department at all times. He thanked Captain K. Jilani for the help he had given the Court.

ON WAY TO SHANGHAI

Pole Sent To House of Detention.

A Pole named W. Bourmba was charged before Mr. Wynne-Jones at the Kowloon Magistrate yesterday with stowing away on the s.s. Nima Maru from Singapore to Hongkong.

It was stated by Sergeant Taylor that defendant could not find work in Poland, and stowed away to Spain from where he made his way to Port Said and thence to Singapore. He was trying to go to Shanghai, where he had some friends whom he thought could possibly find a job for him.

His Worship:—Has he got any money?

Sergeant Taylor:—He has only a dollar in Singapore currency.

His Worship:—Will his friends pay his passage to Shanghai?

Defendant said he was not sure, but they might give him a job.

His Worship decided to commit him to the House of Detention for a week, and asked defendant to write to his friends in Shanghai meanwhile.

Before Mr. Balfour at Central Magistrate yesterday, three Chinese were charged with assaulting a street coolie at the Western Market during the week-end. It was stated that the defendants assaulted the complainant with an iron hook. Defendants were fined \$5 or seven days' hard labour each, and were in addition bound over in a bond of \$25 each to come up for judgment when called upon within twelve months.

G.C.H. SHROFF IN TROUBLE

Serious Charge
Alleged

Fung Hok Ling, a shroff in the employ of the Government Civil Hospital was charged before Mr. Balfour at Central Magistrate yesterday with the embezzlement of \$5.50 from a Chinese woman named Lau Sze.

Inspector John Murphy, prosecuting, said that the accused's duty in the Hospital was to collect fees from patients and to record such receipts in the books.

Towards the end of last year, a woman named Wong Wai Ying sent her child to the Government Civil Hospital for treatment. The child was suffering from an infectious disease in the eyes. On January 22 this year, the woman went with her mother-in-law, Lau Sze, to take the child out. There they met a ward boy who was holding the discharge form and who told them that they could not take the child out without paying a fee. The boy then took them to the general office where he ascertained from a clerk that the fee was \$5.50. The younger woman then went out of the hospital to borrow the money. Later she returned and handed the money to her mother-in-law who then went to the office and gave the money to some person whom she could not recognise. However, Mr. J. F. MacGowan, who was in the office at the time, would say that he saw the money being handed to the accused, who put it in the drawer. Subsequently an examination was made in the books but no such entry was discovered.

Form Marked "Free"
Continuing, Inspector Murphy said that the discharge form which the ward boy was holding was marked free and that meant the patient need not pay.

It is the policy of the Hospital that when a person is suffering from infectious disease, he should be treated whether he could pay or not," concluded Mr. Murphy.

Dr. J. E. Dovey, medical officer in charge of the Hospital, told the Court that he marked the discharge form free either on January 22, 23 or 24. He did not treat the patient, and the reason why he marked the form free was that as it belonged to a class of venereal disease the Hospital did not need to pay for payment. The accused was employed as a shroff in the Hospital and had been there ever since witness took charge of the hospital about a year ago. His duty was to receive payments and record such receipts in the books. The accused was the only man who was supposed to collect accounts.

A Very Good Man

In reply to Mr. G. S. Hugh-Jones, defending, Dr. Dovey said that on the day he signed the form there were six or eight others. The medical officer of the ward was responsible whether a patient was in a position to pay or not. In this particular case, the medical officer responsible did not recommend it free but as it was a case of venereal disease, witness thought it was not necessary to do so for a patient would not pay, the Hospital had no alternative but to mark it free, so as not to distract persons suffering from venereal disease from coming to the Hospital for treatment.

Witness had nothing against the accused. He had always thought him a very good man—hard working, intelligent and honest as far as he knew.

Evidence was then given by the two women bearing out Inspector Murphy's outline.

Tong On, the ward boy, cross-examined by the Mr. Hugh-Jones admitted that it had nothing to do with him in regard to the payment of medical fees. The reason why he asked the two women to pay was that he was afraid the Hospital authorities might deduct his wages if he had not asked them.

Further evidence was then given after which the accused was discharged.

AT THE MARINE COURT

CHINESE BOATMAN FINED

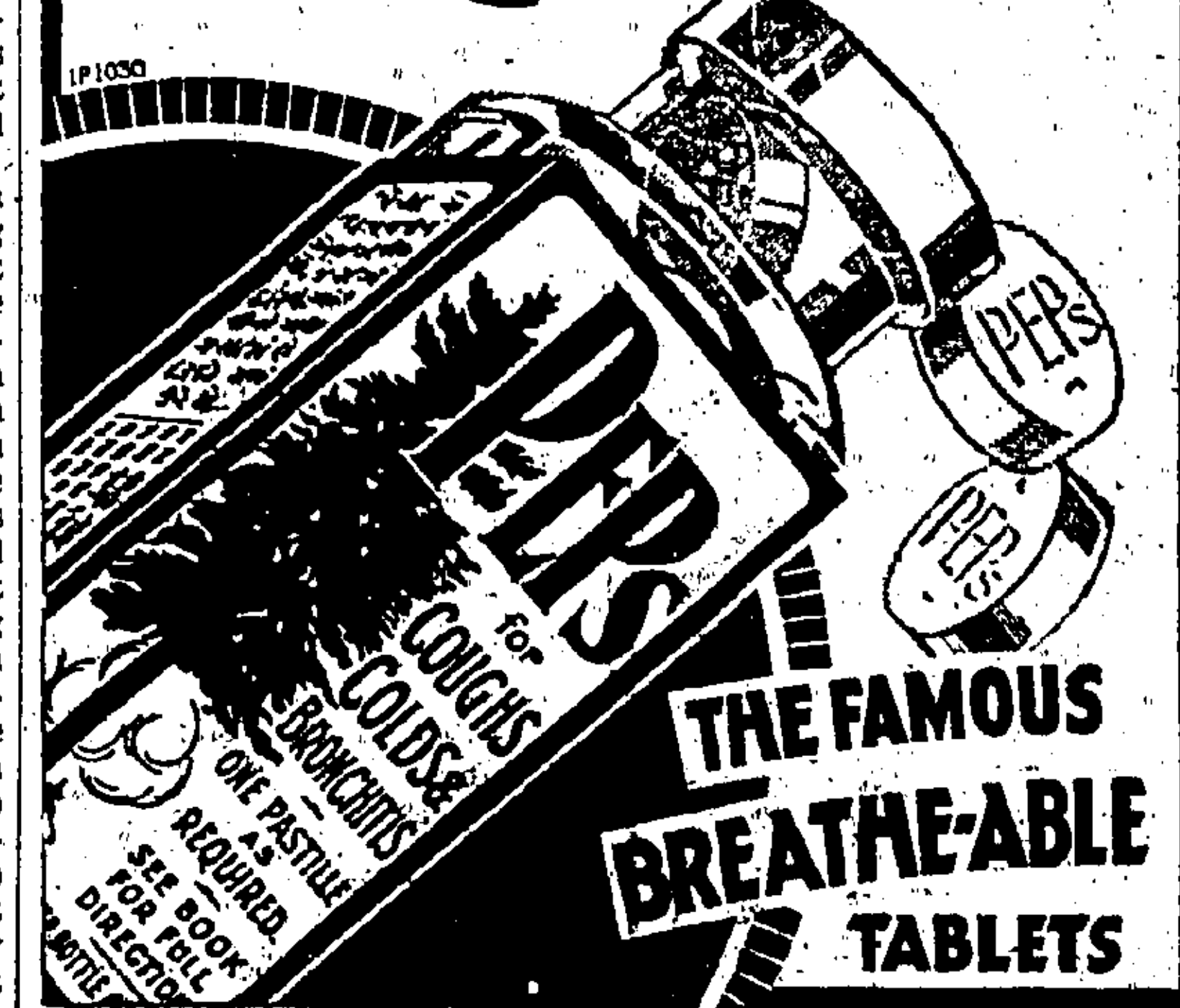
Using Boat For Illegal Purpose.

Lung Tin, master of boat No. 3561V, appeared before Mr. Hoggood at the Marine Court yesterday morning, charged with (a) failing to carry a navigation light and (b) using his boat for the conveyance of Chinese women for the purpose of prostitution.

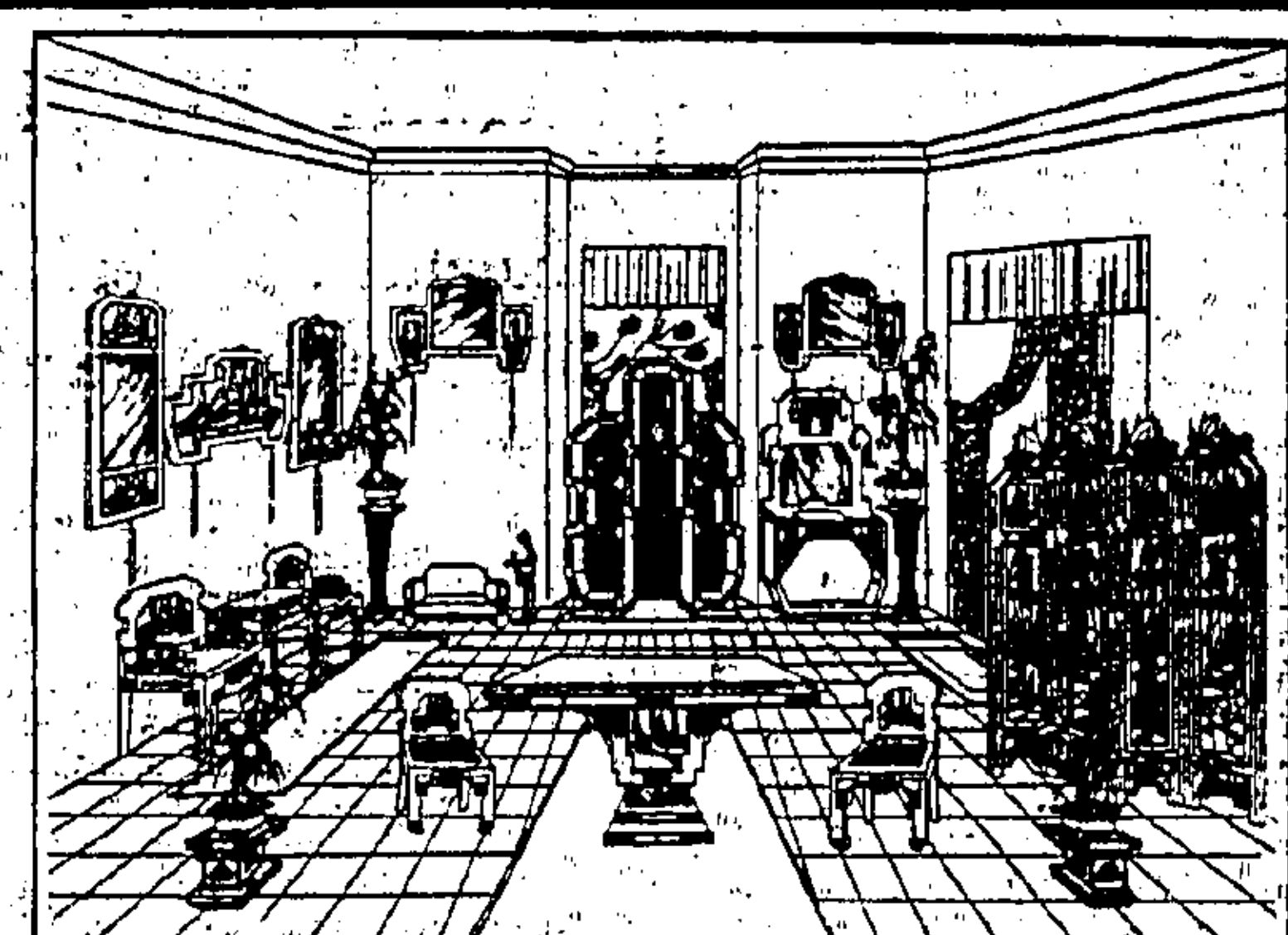
Defendant pleaded not guilty to both charges.

Sergeant Whitley, who prosecuted, told his Worship that while he was patrolling at about 9.20 p.m. last Saturday night at the Central Fairway, he saw defendant's sampan moored near the Canton Macao Wharf, and at that time there was no light on the defendant's boat. He ordered the sampan to stop, but the defendant moored his sampan amongst the other big junks as fast as he could. Sergeant Whitley said that he boarded the sampan and asked defendant why he had no light, and

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LIFE'S WORK WELL DONE

Very Rev. Fr. Paul
Manna Retires

Very Rev. Father Paul Manna, formerly missionary in Burma and then attached to the Headquarters of the Pontifical Institute for Foreign Missions at Milan, has resigned from the directorship of that Institute.

Editor of the weekly review "The Catholic Missions" he has also written many books and pamphlets of spiritual character and, among the books which he has written: "The conversion of the pagan world" and "The workers are few" have had the honour of having been translated in several European languages.

He has been Superior General of the Institute for the last ten years and during his direction the Institute has had a very remarkable growth and success.

But what must turn to his credit and satisfaction is that in the midst of various and many arduous occupations, he has founded the "Missionary Union of the Clergy," a society which is soliciting the cooperation of the Clergy to foster the progress of the Missions throughout the world. This Society in a very short time spread itself all over Europe and America and has received the warmest approvals of the Bishops, Cardinals and the Holy Father himself made it an official Society of the Church.

Now, though not yet sixty his health is failing and he has resigned from the Directorship of the Institute.

For this reason there are now in Hong Kong residing at the Mission house—16 Caine Road—all the superiors of the several missions belonging to the Pontifical Institute, who have been convoked here for the purpose of electing the new Superior General and dealing also on different other subjects for the welfare of the Missions.

also asked for his license. There were four young Chinese females in the cabin, and witness arrested the defendant with the four Chinese women, who admitted that they were prostitutes, when they were brought to the Water Police Station.

The defendant said that there

GERMANY'S CONSUL IN SHANGHAI

Lieut. Col. von Kriebel
Succeeds Baron von Collenberg

Former Lieutenant-Colonel Hermann von Kriebel, one-time military adviser to the Chinese Nationalist Government, has been appointed German Consul-General in Shanghai.

He will succeed Mr. R. C. W. Behrend, who has been acting Consul-General in Shanghai since the departure of Baron Ernst von Collenberg to Mexico, where he became Minister to that country.

Colonel Kriebel, who is a close friend of Chancellor Adolph Hitler, succeeded Colonel Bauer as Military Adviser to the Chinese Government about four years ago and was, in turn, succeeded by General Wetzel.

THOSE SINISTER OCCIDENTALS

Western Domination Of Asia
Deplored By Dairen

The Pan-Asiatic Conference, which concluded here last night, deplored the strong "western domination" over Asia.

A certain foreign "legation" in Peking, unnamed, was accused of fanning Sino-Japanese antagonism. The League of Nations was termed a "cunning political machine which regarded Asia as a region for exploiting, and in which to dump Occidental goods. It also regarded Orientals as animated chattels."

A sinister Occidental intrigue was declared to be aggravating the Indo-Japanese cotton trade difficulties.

was actually a light hanging in the mist, but he was only covered by the sail. He also stated that he did not know the Chinese women were prostitutes; he thought they were passengers who hired his sampan from shore to a certain German steamer.

Defendant was convicted to both charges, and the Magistrate imposed a fine of \$10 for ten days on the first charge and another \$10 or ten days on the second.

FAREWELL TO MR. JUSTICE WOOD

Attorney General's Good Wishes

Mr. Justice Wood who will be leaving the Colony on Saturday on the s.s. Rawalpindi on retirement was accorded a tribute by members of the legal profession at the Supreme Court yesterday when practically every member of the two branches of the profession was present.

Speaking on behalf of the barristers and solicitors present, the Attorney General, the Hon. Mr. C. G. Alabaster, said:

As this is the last occasion on which your Lordship will be taking your seat on the Bench, as Chief Justice, and Judge of this Court, permit me on behalf of both branches of the legal profession, gathered here to-day, to express our heartfelt regret that your Lordship's long association with the Colony and its various Courts is drawing to a close. Within a year of your arrival in the Colony in December 1899, you were appointed Registrar of the Land Court, and then your official career as a member of the land court, second Magistrate, Deputy Registrar of the Supreme Court, First Magistrate, Puisne Judge and Chief Justice, has been continuously connected with the administration of justice. We who have been privileged to practise before you know your worth as a jurist, a judge and a friend. In bidding you farewell, we wish you many years of happy retirement in England and Mrs. Wood and your son.

Mr. Justice Wood

Replying, Mr. Justice Wood said:

I esteem it a high honour that you, Mr. Attorney, and members of the legal profession whom I see present should attend in Court this morning, an occasion which seems to be my last appearance on the Bench. Retirement especially retirement from Hong Kong, carries with it many real regrets, not the least of those regrets being the interruption of associations here in the Court, of friendships, some of long standing, but still kept in something like repair, which have grown out of official relations.

I am anxious to express my thanks for much courtesy always extended to me, and for the forbearance which is sometimes necessary. That the Court has been able to fill its place in the community has been due increasingly to the co-operation of Counsel and Solicitors with the Court and its officers.

I desire to thank you, Mr. Attorney, with all my heart for your good wishes.

Among those present were the Hon. Sir Henry Pollock, the Hon. Mr. C. G. Alabaster, Sir William Shenton, Mr. Eldon Potter, Mr. F. C. Jenkin, the Hon. Mr. T. N. Chau, Mr. H. G. Sheldon, Mr. Duncan McNeill, Mr. J. A. Fraser, Mr. Thomas Tam, Mr. H. H. Shing Lo, Mr. Leo D'Almada e Castro, Mr. R. C. H. Lim, Mr. H. W. Lee, and Mr. Lo Tung Fan, Mr. F. X. D'Almada e Castro, Mr. Leo D'Almada e Castro, Mr. A. el Arcull, Mr. H. J. Armstrong, Mr. E. C. Brooks, Mr. G. K. Hall-Brutton, Mr. D. H. Blake, Mr. W. M. Brown, Mr. R. H. Cole, Mr. E. Davidson, Mr. H. L. Denny, Mr. D. B. Evans, Mr. P. M. Hodgson, Mr. H. K. Hung, Mr. H. K. Holmes, Mr. T. M. Hazell, Mr. W. C. Hung, Mr. P. T. Kemble, Mr. W. C. Lee, Mr. M. K. Lo, Mr. D. J. Lewis, Mr. F. H. Loseby, Mr. W. J. Lockhart-Smith, Mr. F. E. Nash, Mr. G. Nigel, Mr. D. L. Strellett, Mr. Peter Sin, Mr. G. N. Tinson, Mr. M. M. Watson, Mr. R. E. Wadson, Mr. T. S. Whyte and Mr. H. K. Woo.

A Long Record

Mr. Justice Wood arrived in Hong Kong in December, 1899 and in the next year was made Registrar of Land Court. In 1902, he became acting Police Magistrate in the New Territories. In April, 1908 he was made acting Second Police Magistrate and in the same year served as Deputy Registrar and Appraiser of the Supreme Court. In 1911 he was made a member of the Board of Education and from November that year to September, 1912 he was Acting Director of Education.

He was called to the Bar in 1919 and on returning to the Colony took the duties of the first Police Magistrate. In March 1920 he sat for the first time as Puisne Judge in an acting capacity. Between that year and 1925 when he was appointed definitely Puisne Judge, Mr. Wood served as First Police Magistrate. He first served as Acting Chief Justice in 1927 and subsequently had deputised on several occasions in that capacity. On the retirement of Sir Joseph Keppel, Mr. Justice Wood once again filled the post of Acting Chief Justice.

Charming Personality

In private life, Mr. Wood, by his charming personality has won

"THE HELPING HAND"

Appeal For More Funds

ANNUAL MEETING OF BENEVOLENT SOCIETY

At the annual meeting of the Hongkong Benevolent Society yesterday, over which Mr. Justice Wood presided, the necessity for funds was stressed and it was indicated that during the year an intensive drive might be arranged. There were many calls upon the funds of the Society and money was needed immediately.

Mr. Justice Wood said that it will be seen from the report that the meeting was the forty-fourth one of the Society. It was a pleasure to see on the list of Life Members the names of two or three ladies whose kindness, at the time he first came to the Colony 35 years ago, he recalled.

There was no doubt that the Society was one of the most remarkable which had been woven into the history of the Colony. It was one of the most inobtrusive, persistent appeals to the public and it did not advertise its good deeds, but it met many heartfelt wants—more than were perhaps generally recognised.

"Scotch Accent"

"Most of us," said Mr. Wood, "would like to be helpful to someone, sometimes, but unless we have a kind face or a Scotch accent, nobody applies to us (Laughter). It is here that the Committee of the Society comes in useful as our agents."

The Chairman went on to say that the Committee desired him to state that if they had three times as much money as they had received last year they would have been able to have applied it usefully. There was no fear, therefore, of anyone subscribing too much to the Society.

The members of the Committee helped people to meet adversity in many ways and they exercised their difficult art of keeping character and courage alive. With regard to "In Memoriam" donations which exceeded \$2,000, the Chairman said he was glad to observe the growth of this practice. The Treasurer would like it to be known that donations of this kind were welcome. Money was required at once and for immediate use. Mr. Wood concluded with a vote of thanks to Mrs. Tratman, Mrs. Wynne Jones and Mrs. Sheap as well as to the various members of the Committee.

Drive Justified

Mr. P. S. Cassidy in proposing the adoption of the report and accounts suggested that the committee should take some steps to increase the number of annual subscribers. He hoped that the "In Memoriam" donations had become an established custom in Hongkong.

Mrs. Tratman seconded the adoption of the report and accounts. Sir William Hornell in a brief speech said it seemed to him that owing to the many demands on the funds of the Society that a drive would be thoroughly justified.

The meeting then approved the adoption of the report and accounts after which Mrs. Lindsell proposed a vote of thanks to Mr. Justice Wood for presiding. In the course of a few remarks she said they were sorry Mr. and Mrs. Wood would be leaving Hongkong this week. She called upon the meeting to accord the Chairman a hearty vote of thanks to express their real regret at his departure.

Mr. Wood said on behalf of his wife and himself he would like to thank Mrs. Lindsell and the members for the kind expressions. He hoped that the efforts of the Society for the current year and for the future, would be in every way successful.

Among those present at the meeting were Mr. Justice Wood, and Mrs. Wood, Sir William Hornell, Rev. Fr. Spada, Mr. P. S. Cassidy, Mr. Austin, Mrs. D. W. Tratman, Mrs. R. E. Lindsell, Mrs. J. Ralston, Miss Drury, Mrs. L. H. C. Calthrop, Mrs. Costello, Mrs. G. D. Black, Mrs. Way, Mrs. C. G. Perdue, Mrs. C. W. Jeffries, Mrs. D. L. MacDougall, Mrs. E. I. Wynne-Jones, and Mrs. J. P. Sherry.

for himself a host of friends. He is the President of the Civil Service Cricket Club where he is extremely popular. He takes a deep interest in the work of the Y.M.C.A. serving that organisation in an executive capacity. He is also a keen supporter of the English Association, where, it will be recalled, he recently gave an address. He sails on Saturday by the s.s. Rawalpindi.

New Chief Justice

It is learned that the new Chief Justice, Mr. A. D. A. MacGregor is due here at noon on Thursday on the s.s. Chitral.

KOWLOON BOWLING GREEN CLUB

Reported To Be In Satisfactory Position

MR. B. WYLIE ELECTED PRESIDENT AND LIFE MEMBER

The annual general meeting of the Kowloon Bowling Green Club was held last evening, Mr. G. L. Rapley presided.

In his report for the year, Mr. Rapley said that there was a nominal loss on the year's workings, and this was commented upon in the Report.

Repairs and renewals increased to \$2,581 and more than half of which was due on redecorating, etc. Bar Sales and profits were up a little, thanks to Mr. Gardine, the convener.

The cash position had improved still further and it could be said that the Club was now in a very satisfactory position.

The Club had had a very satisfactory Bowling season and interests in Tennis had been well maintained. The Club just missed the double event in Bowling.

In this connection thanks were due to Mr. Guy on the effective way in which the teams were selected, Mr. Bradford, the House convener and Mr. R. Hall who was responsible for the good state of the greens.

The President then mentioned the deaths of two members, Mr. W. S. Cuff and Mr. W. J. Sprinall and asked the gathering to stand up for a few moments as a mark of respect.

After this had been done, the President went on to report that the third Children's Sports Day was a large success and expressed the wish that this would become an annual event.

Election of Officers

The election of officers then followed. In proposing Mr. B. Wylie as President for the ensuing year, Mr. Rapley said that Mr. Wylie had been president of the Club in 1928 and he carried it through with great distinction and ability. Mr. Wylie took a great interest in the Club and Mr. Rapley felt that there was no other suitable person to fill the presidency than Mr. Wylie. In accepting the presidency, Mr. Wylie thanked Mr. Rapley and the members for the great favour which he said had only been accorded to two other members—for being twice president of the Club. He referred to Mr. W. Ramsey and Mr. David Gow who had just gone home on retirement.

Mr. Hale was elected vice-President.

Hon. Secretary: Mr. D. W. Waterston.

Hon. Treasurer: Mr. J. L. Tetley. General Committee: Messrs. R. Hall, L. Guy, J. G. Meyer, G. E. F. Thompson, J. S. Beach, T. F. Bradford and W. MacFarlane.

Ballot Committee: Messrs. C. E. Terry, W. S. Drake, V. Petherick, J. H. Budding, C. L. Farmer, R. Duncan and E. B. Seale.

Mr. Rapley Thanked

Mr. B. Wylie was also elected a Life Member of the Club on the proposal of Mr. Rapley, seconded by Mr. R. Hall.

In proposing the toasts to Mr. Rapley, Mr. Wylie said that Mr. Rapley had been very active in connection with the Club. He was responsible for the drawing up of the Articles of the Club and as he would be leaving home on leave in two days time, he took the opportunity of wishing him and Mrs. Rapley and the little one a healthy voyage. Mr. Wylie then asked the gathering to drink to the health of Mr. Rapley.

A proposal by Mr. Mitchell that no one should be allowed to serve on the Committee unless they had been members of the Club for three years, drew a considerable disagreement from the members, and it was finally defeated by a large majority.

THE REPORT

The report for the year stated that the accounts shew a small loss of \$517.24. For the first time the Entrance Fees received during the year (which amounted to \$325) have been carried to the Special Loan Redemption Reserve Fund in accordance with the laws created by the Association. No. 28, Working Account therefore loses the benefit of this item. Had Entrance Fees been dealt with as in 1932 a profit of \$307.76 would have been shown.

The amount of \$210 under the head of Legal Expenses represents Solicitors fees in connection with the preparation of the new Articles of Association which were adopted in September, 1933.

Membership

38 New members joined during the year and 44 members resigned.

or were struck off for various reasons. Our membership is now 147 Ordinary, 8 Life, 53 Seagoing and 6 Honorary, a total of 224 Members.

Club House and Grounds

The Club House was thoroughly re-decorated inside and outside during the year and new fans installed on the verandah. A substantial Gardener's Shed was erected in the Club Garden during the year for the housing of tools, gear, etc., and the grounds have been maintained in first class condition.

Bowls

As usual two teams were entered in the Lawn Bowls Leagues. The first team finished at the top of the table with Civil Service C.C. and won the play-off to become Champions of the First Division for the third time. The second team also had a very successful season finishing as Runners-up to Craigengower C.C. The records of the teams follow:—

1st Team—Played 15, Won 10, Lost 5, Shots for 923, Shots against 810. Position in table—1st.

2nd Team—Played 16, Won 11, Lost 5, Shots for 1058, Shots against 891. Position in table—2nd.

We had the pleasure of playing the Shanghai Interport bowlers during their visit and our team won by a comfortable margin. Several friendly games were played during the off season and these were thoroughly enjoyed.

The usual Club Competitions were held and were keenly contested. The results are given on page 6.

Tennis

The usual Club Competitions were held and were keenly contested, whilst a number of American tournaments were held during the year and these were very popular.

Entertainments

Several smoking concerts were held including one for the Shanghai Interporters and all were very successful. Whist Drives were run in the early part of the year but these had to be discontinued owing to lack of support.

Children's Sports

The Third Annual Children's Christmas Sports held on December 18, 1933 were very successful. Mrs. E. Cock kindly presented the prizes and gifts.

Obituary

Your General Committee regret to record the deaths of the following members during the year:—Mr. W. S. Cuff and Mr. W. J. Sprinall.

Prizes

The thanks of the club are due, and are here accorded to the donors of the numerous handsome prizes and to those members who contributed to the Prize Fund. The prizes were distributed on Closing Day, November 25, 1933.

BACK IN HONG KONG

Sir William Shenton Returns

After an extended holiday in Europe, the Hon. Sir William Shenton, accompanied by his daughter, Miss Yvonne Shenton, returned to the Colony yesterday on the s.s. Hakone Maru.

Sir William spent two months of his holiday in Canada where he attended the Pacific Relations Conference.

In conversation with a representative of the "Daily Press," he said that conditions at home were gradually getting better and that there were definite signs that things were on the upgrade.

A keen Rotarian, Sir William indicated that he would probably give an address to that Club on the work of the Pacific Relations Conference.

SWATOW NOTES

Soccer Getting Popular

(From Our Own Correspondent)

Swatow, Feb. 18.

H.M.S. Keppel's second string met the Tau Kang XI. at soccer yesterday afternoon, at Bradley's ground, Kakchloh, and won by 3-1. Although the local team played a fast game throughout, they lacked experience judging by the bad control of the ball. The sailors have always the weight as an advantage, and being usually taller than Chinese, headwork also becomes an asset. It was rather a good game to watch, and of course the better team won. In spite of the inconvenience of crossing over, the number of spectators present clearly testified to the enthusiasm of football fans.

Once again the Piecegoods Tax Office is changed, this time the monopoly being taken over by a Cantonese concern. The predecessors lost a heavy sum because piecegoods were being smuggled to a large extent and thereby depriving them of much revenue. The system of monopoly is somewhat different this time, I understand, and the present farmers are expected to enjoy a good return for their money.

To-day, the 3rd of the 1st moon, the majority of the banks, shops and stores are still closed. Though most of them will re-open tomorrow, it is not anticipated that real business will commence before another week. Shipping is temporarily idle as there are no coolies to unload the cargo.

A Chinese dinner will be held on Saturday night at the Customs Club. Those who will attend will play the role of hosts (and/or hostesses) and guests at the same time. Already forty seats have been booked. The popular Commissioner of Customs, Mr. Hillard, of course, will be there. The remarkable feature of the occasion is that Chinese costumes must be worn, and a pleasant evening is naturally expected.

Many shooting parties were arranged during the holidays and all went out to different directions. A few sportsmen from Hong Kong again came up to enjoy what may seemingly be called the last spell of the wild fowling season. I hear Mr. George Potts and Sir William Shenton, are amongst the Hong Kong visitors. Up to the time of writing three parties have returned with not so very satisfactory results.

THE NEW YEAR

February 14.

The Chinese New Year is being celebrated with the same ardour and enthusiasm as ever before. All shops and stores are closed and all business will be suspended for a few days. The Customs House has no holidays, likewise all government departments. There has been a tremendous amount of fire-crackers burned and the usual joyrides indulged in.

This afternoon the H.M.S. Keppel played a friendly game of soccer with the Swatow Athletic Association and beat them by the 3 goals to 1. The sailors fielded a strong team with excellent wings and centre half. Good sportsmanship prevailed on both sides; in spite of its being New Year's Day a goodly number of fans crossed over the harbour to watch the game. This afternoon another game has been arranged between the Navy and the Chinese Yau Kang team. A victory to the former is anticipated.

All the pickets of the anti-Japanese Boycott Society have been dismissed and new ones signed on. The reason for the change is said to be corruption, not very much in the nature of Japanese goods having been seized since the dismissed pickets were employed.

HEALTH BULLETIN OF EASTERN PORTS

WEEK ENDING FEBRUARY 10

Plague	Cases	Deaths
Baghdad	1	—
Bombay	6	—
Rangoon	1	—
Calcutta	15	—
Madras	8	—
Small-Pox		
Beirut	8	—
Baghdad	1	—
Bassora	17	—
Bombay	11	—
Calcutta	100	—
Cochin	4	—
Karachi	4	—
Madras	23	—
Rangoon	2	—
Tuticorin	8	—
Yokohama	5	—
Haiphong	5	—
Shanghai	28	—
Cerebro-spinal Meningitis		
Hong Kong	4	—

"ATLAS" SHIRTS



The makers of "Atlas" Shirts know that the success of their business depends upon making lasting friends—upon securing a clientele who will not only order one shirt but who come back again and again for others.

This is the reason, as sole agents, for our ever increasing sales of "Atlas" Shirts. We know from our own experience that they always look well, make up well and above all wear well. Always the same dependable quality that gives immediate and lasting satisfaction.

NEW STOCKS JUST RECEIVED

Day Shirts ... with two Collars

to match ... from \$6.75

Dress Shirts ... Coat Style from \$7.75

Less 10% Discount for Cash.

Wm. POWELL, Ltd.

— Sole "Atlas" Agents, —

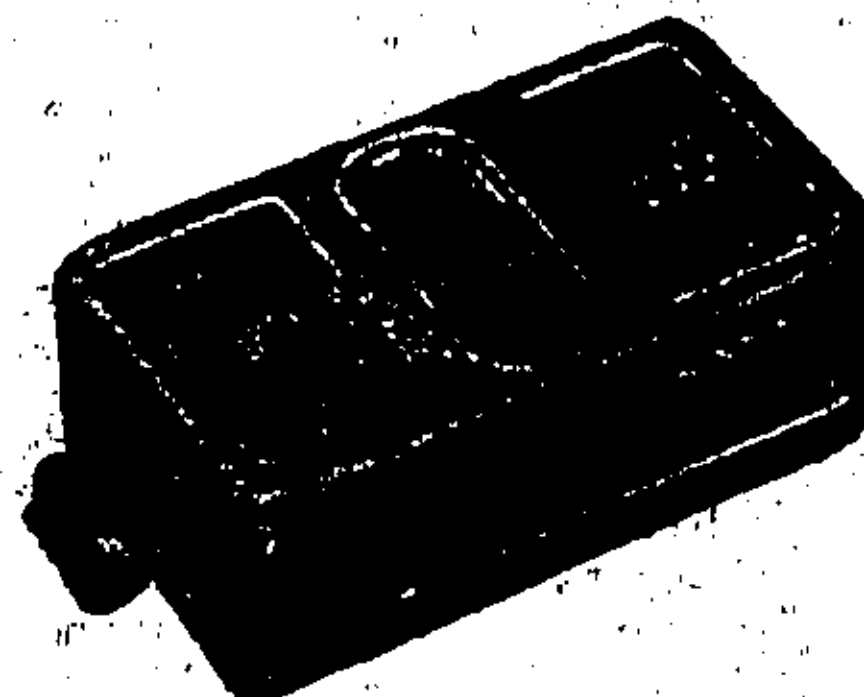
9, Queen's Road Central.

Until we move into our New Premises a

BARGAIN COUNTER

of Surplus Goods at Sale Prices will be maintained on the MEZZANINE FLOOR.

NO DRY BATTERIES
NO ACCUMULATOR TROUBLE!
PLUG IN—THAT'S ALL.
RUNNING COST: PER 1000 HOURS—\$1.00.



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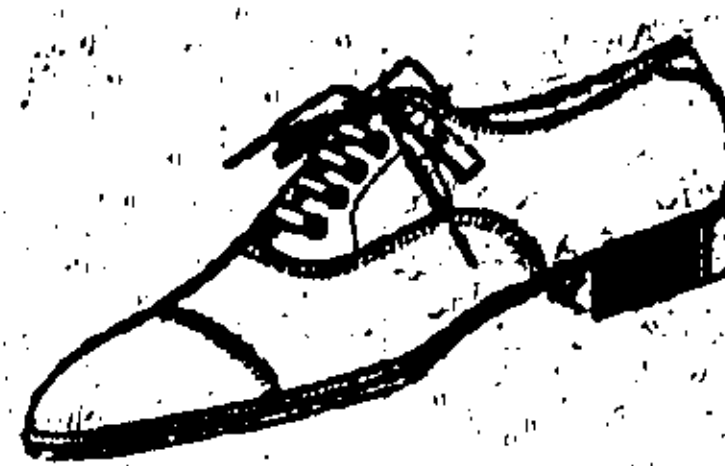
Model K. 18 POWER SUPPLY UNIT has adjustable tapplings: S.G., 60-85 Volts; 60-80 Volts; and 120-140 Volts, for receivers not requiring more than 18 m/Amps. Trickle Charger charges 2, 4, or 6 Volts Accumulator at 0.25 Amps.

Obtainable at:

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LOTUS
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REPRESENT BRITAIN'S
BEST SHOE VALUES



SUPERB CRAFTSMANSHIP,
GOOD SOLID BRITISH LEATHER,
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A LARGE RANGE OF STYLES,
IN A SIZE TO FIT
EVERY FOOT. PRICED FROM

\$21.00 PAIR

LANE, CRAWFORD, LTD.
MEN'S SHOE STYLISTS.

NEW ADVERTISEMENTS

HONG KONG FOOTBALL CLUB.

RUGBY FOOTBALL

AUSTRALIAN UNIVERSITIES XV

THE COLONY

on the Club Ground on FRIDAY,
23rd FEBRUARY.

Kick off—4.45 P.M.

Admission ... Covered Stand \$1.00
(Members included) Open Stands \$1.00
Services in uniform half price.

Reserved seats in the Covered Stand
may be at Andersons.

W. PRYDE,
Hon. Secretary.

[42-1]

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION.

IN THE GOODS OF ANDREW
HARRIE LOWSON, Late of
CHADERT WILKINSON STREET,
ENGLAND FORMERLY of 50, EAST
HIGH STREET, FORFAR in SCOT-
LAND, RETIRED BANK OFFICIAL,
DECEASED.

NOTICE IS HEREBY GIVEN
that the Court has, by virtue of
Section 38 of Probate Ordinance 1897
made an Order limiting the time for
Creditors and others to send in their
Claims against the above Estate to the
15th day of MARCH, 1934.

All Creditors and others are accord-
ingly hereby required to send in their
Claims to the Undersigned, on or before
that date.

Dated the 10th day of February, 1934.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building,
100 House Street,
Hong Kong.

[32-0]

CHAN AH YAT (陳亞) (DECEASED).

OTHERWISE KNOWN AS
BEATRICE CHAN.

NOTICE IS HEREBY GIVEN
that the above died on or about
the 15th October, 1933, at the Roman
Catholic Convent, Kuching,
Sarawak, possessing certain assets in
Sarawak.

All persons claiming to be heirs or
entitled to the estate of the above
named deceased should communicate
with the undersigned forthwith.

C. E. L. BLAGG,

Registrar, Supreme Court,
Kuching,
Sarawak.
Borneo.

[2283]

THE DAIRY FARM, ICE AND COLD STORAGE COMPANY, LIMITED.

NOTICE is hereby given that an
Extraordinary General Meeting
of The Dairy Farm, Ice and Cold
Storage Company Limited will be
held at the Company's registered
office 2, Lower Albert Road, Victoria
Hong Kong, on Tuesday, the 20th
day of February, 1934, at 11 a.m.
immediately after the Annual General
Meeting for the purpose of considering
and, if thought fit, passing with
or without modification the following
resolution as a Special Resolution:

"That the Articles of Association
of the Company be altered by
deleting the figures \$7,000.00 in
the third line of Article No. 81 of
the Company's Articles of Association
and substituting in the place
thereof the figures \$10,000.00."

Dated this 26th day of January, 1934

By Order of the Board,

J. D. THOMSON,
Secretary.

[2278]

THE DAIRY FARM, ICE AND COLD STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the Thirty-Eighth Ordinary
Yearly Meeting of the Shareholders
in the Company will be held at the
Company's Town Office, 2, Lower
Albert Road, on Tuesday, 20th
February, 1934, at 11 A.M. for the
purpose of receiving the Report of the
Directors together with Statement of
Accounts, declaring a Dividend and
re-electing Directors and Auditors.

The Transfer Books of the Company
will be closed from the 9th February
to 20th February, 1934, both days inclu-
sive.

By Order of the Board of Directors,

J. D. THOMSON,
Secretary.

Hong Kong, 20th January, 1934.

[2194]

"Has a ripe, mellow sort of
taste, hasn't it, Dick?"



All the world over WHITBREAD'S
PALE ALE retains its delicate
flavour, brilliancy and exhilarating
tone. It can be iced or served at
any desired temperature. It
represents British Pale Ale in its
most delicate and attractive form.



**WHITBREAD'S
PALE ALE**

SOLE AGENTS

A. S. WATSON & CO., LTD.
EST. 1841.



OBITUARY

Count Miyoji Ito

Tokyo, Feb. 19.

The death occurred to-day of
Count Miyoji Ito one of the most
influential Privy Counsellors.
His death is reported to have
been due to an ulcer in the
stomach.—Reuter.

Mr. Raul Ribeiro Laid To Rest

We have to record, with regret,
the death of Mr. Raul Ribeiro, of
the American Express Company,
which occurred at his residence, 3,
St. Joseph's Terrace yesterday.

The late Mr. Ribeiro who was
only 38 years of age, had been in
indifferent health for some time.
He leaves a widow and three chil-
dren for whom much sympathy
will be felt.

The funeral took place at the
Roman Catholic Cemetery last
evening when a large number of
friends gathered to pay their last
respects. The Rev. Fr. Rosello
officiated, and there was a pro-
fession of floral tributes in the
graveside.

INDEPENDENCE
OF AUSTRIAGermany Not Impress-
ed by Communiqué

Berlin, February 18.
The joint declaration issued by
Britain, France, and Italy, in
response to Austria's request,
stating that they take a common
view regarding the necessity of
maintaining Austria's indepen-
dence and integrity, has not creat-
ed a very deep impression in
Berlin.

It seems to be taken more or
less as a matter of course by Ger-
man official quarters, who declare
that Germany is not threatening
Austrian independence.

They stress, however, that a
condition of independence is that
a people shall have the govern-
ment they require and state that
it logically follows that indepen-
dence is endangered if and when
attempts are made to prevent that.

FIVE SOCIALISTS BAYONETED

Vienna, February 19.
Five Socialists were yesterday
bayoneted and killed by "Heim-
wehr" troops who found them dig-
ging a machine gun from a heap
of manure.

They attacked before the So-
cialists could draw arms.—Reuter.
LEFT WING LEADER CAUGHT
Vienna, February 19.
Herr Wallisch, the Left Wing
leader, who fled from Vienna with
the Police pursuing him on skis,
has been captured near Liezin,
Styria.—Reuter.

SOCIALISTS RIOTS IN
BRUSSELS

Brussels, February 18.
Several persons were injured in
disturbances in Brussels on Sat-
urday night when shop-windows
were broken by Socialist demon-
strators.

The outbreak was staged as a
mark of protest against the events
in Austria.
The Socialists, despite the
tragedy of the King's death, were
threatening worse demonstrations
to-night, but the authorities are
ready.—Reuter.

MISSING TRAWLER
RETURNSNone The Worse Of Her
Experiences

Dairen, February 19.

The missing trawler Daibo Maru
has returned to Dairen none the
worse of her experiences. The
crew stating she had been search-
ing waters off the Shantung coast
for the three other trawlers not
knowing they had already returned
to port.—Reuter.

community that the campaign was
intended for—were more particular
about keeping to the pavements
and not walk about in the
haphazard manner which had
long since been a habit with them.

We feel that a similar drive, or-
ganized solely for the benefit of
these trick-cyclists, will have the
effect of bringing about a reform.
We have more than our share of
accidents, and in the cases of these
cyclists we feel that it is due chiefly
to selfishness, owing to lack of
education that they are at this
present time, such a menace to the
community.

CABLE NEWS IN BRIEF

[Special to the "Hong Kong Daily
Press" (Copyright).]

Rome, February 8.

Under the presidency of Signor
Mussolini the Supreme Council of
Defence held its sixth meeting of
session of the XII year of the fas-
cist regime, to-day.—Transocean
Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Milan, February 18.

The National Fascist Associa-
tion of inventors will organize the
fourth national exhibition of in-
ventors at the 15th International
samples fair of Milan which will
take place from the 12th to the
27th April.—Transocean Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Berlin, February 18.

The first German composers day
was solemnly opened here to-day
with a speech by the State Secre-
tary Funk and the famous composer,
Richard Strauss. Composers of
note from Germany and the rest
of Europe attended. Richard
Strauss was appointed leader of
the newly formed composers or-
ganisation. State Secretary Funk
declared that National Socialist
Germany will neither start anew
again with art or deliver it up to
reaction and lock it up in a
"Chamber of Horrors." He re-
called Hitler's words of three years
ago "If the artists knew what I
would do for them in the future
they would all rally behind
our flag."—Transocean Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Rome, February 18.

Italy is to take part in the re-
vival of the Chicago World Fair
from May to November 1934, with
her own pavilion which was visited
last year by six million visitors.
Crafts and small industries are
to be represented this time as well
as a section showing work of It-
alian press for books and newspa-
pers, also a pavilion of wines and
liquors.—Transocean Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Rome, February 18.

The "Gazzetta Ufficiale" publish-
es decree stating that numerous
Municipalities of the provinces of
Varesse and Salerno are removed
from the list of malarial regions
owing to the success of drainage
and reclamation work done there
recently.—Transocean Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Rome, February 18.

The Under Secretary of Foreign
Affairs, Signor Surich, will leave
on the 20th inst. for Budapest in
order to return the recent
call on Mussolini by the Hun-
garian Ministers Goemboes and
Dekanya.—Transocean Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Milan, February 18.

The second day of the tennis
match between Italy and Czecho-
lovakia saw the Italian pair "Rado-
Quintavalle" winners of the
Czechoslovakian pair Menzel-Heches
by the score of 6/4 6/8 6/4 6/4.
After the second day Italy won by
three matches to nil.—Transocean
Kuo Min.

[Special to the "Hong Kong Daily
Press" (Copyright).]

Vienna, February 18.

After an extraordinarily difficult
and dramatic chase lasting several
days, the police succeeded in cap-
turing the notorious communist
Koloman Wallisch who took a
leading part in the insurrection
in Styria. Wallisch was caught in
the mountains near Leizen. It is
believed that he will be summarily
dealt with by a special tribunal
and hanged.—Transocean Kuo
Min.

FOOTBALL CUP

Sixth Round

London, February 19.

Following is the draw for the
sixth round in the English Foot-
ball cup:
Arsenal v Aston Villa
Preston v Leicester
Bolton v Portsmouth
Sheffield Wednesday v Man-
chester City v Stoke.—Reuter.

NEWS SUMMARY

A piano recital will be given by
Miss Amelia Lee at the Helena
May Institute on Thursday when
an extremely attractive program-
me has been arranged. Particu-
lars are given on Page 10.

Our Swatow correspondent
writes on the growing popularity
of football in that port. The
letter is published on Page 7.

Owing to falling health, the
Very Rev. Father Paul Manna has
resigned from the directorship of
the Pontifical Institute. Page 6.

Criminal Session for February
opened at Supreme Court yester-
day. Details will be found under
our Round The Court feature on
Page 6.

Five matches were played in the
open singles tennis championship
yesterday. Results are published on
Page 10.

At the meeting of the H.K.F.A.
Council yesterday, it was decided
to invite Lady Southorn to give
away the shield at the conclusion
of the shield finals on March 24.
Page 10.

The annual meeting of the
Hongkong Benevolent Society was
held yesterday. Page 7.

The members of the two
branches of the legal profession
yesterday gathered at the Supreme
Court to say farewell to Mr.
Justice Wood. Page 7.

The annual meeting of the Kow-
loon Bowling Green Club was held
yesterday. Page 7.

AMERICA BUYS
SILVERMay Be Detrimental
To Far East

London, Feb. 19.

Recent heavy American buying
of silver on the London market has
given rise to the belief that the
U. S. Government silver policy is
rapidly developing, but London is
inclined to adopt a hesitant atti-
tude till a definite policy has been
declared.

If America desires to adopt a
similar policy to silver as she has
to gold obvious difficulties are
bound to arise owing to the huge
accumulation of world stocks.

Such action, in the opinion of a
prominent bullion broker would be
most injurious to the Far East,
leading to heavy withdrawals of
silver to New York, thus reducing
the currency reserve resulting in
deflation. The same expert points
out silver is really a commodity
and it is preferable it should rise
with commodities rather than by
artificial means.

Silver shares on the Stock Ex-
change have risen in expectations
of probable U.S. action.—Reuter.

LOCAL AND GENERAL

According to a police report a
Chinese was seriously injured in
the head and legs at 1 o'clock yester-
day afternoon while engaged in
excavating work in a tunnel at
Stonescutters Island. It is believed
that the cause of the accident was
through the blasting of rocks.

The following forthcoming wed-
dings have been announced: Mr.
George Funchon of 8 Aival Villas,
Kowloon to Miss Elsie Robson Bell
of 5 Highburgh Terrace, Kowloon
Dock, and Mr. George Cook of the
C. M. Customs to Miss Jessie Herd
of 110 Crown Street, Aberdeen,
Scotland.

The China Association (Hong
Kong Branch) and the British
members of the Hongkong General
Chamber of Commerce will enter-
tain the British Minister to China,
the Hon. Sir Alexander Cadogan,
K.C.M.G., to lunch at the Hongkong
Hotel when he passes through the
Colony next Thursday.

H.M.S. Medway and ten of the
4th Submarine Flotilla have left
Hongkong for Manila. They are
expected to arrive there on Feb-
ruary 21. H.M.S. Berwick left
port this morning on exercises. She
will be away for several days, her
programme including night-firing
practice.

Capt. Walter, A.D.C., called on
Mr. H. van der Stratten, Consul
General for Belgium yesterday, to
express the sincere sympathy of
His Excellency the Governor, on
the death of King Albert of Bel-
gium.

Two cases of small-pox, one of
diphtheria and one of cerebro-spinal
fever were reported for the 46 hours
ended on February 18.

HOW KING ALBERT MET HIS DEATH

New King To Be Crowned On Friday

PRINCE OF WALES TO ATTEND LATE KING'S FUNERAL

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, February 19, 7.30 p.m.)

Brussels, February 19. Exact details regarding the manner in which the late King Albert met his tragic death were established at an investigation held by the Chief Public Attorney and two examining Magistrates. The evidence gathered on the spot proves that King Albert must have attained the goal he had in view and had been on his way back. He was then tempted to try to scale the summit of a treacherous needle of rock known by the name of Pic de bon Dieu. The ascent could only be performed by clinging for several instances to projecting stones which all climbers had hitherto used without mishap to keep their hold. But, on Sunday, the stone became loose as the King was clinging to it, carrying the monarch with it. King Albert must have fallen about 40 feet, his skull being then fractured between earth and falling stone. When his corpse was found it was lying feet uppermost, supported against the mountain side. A pool of blood had formed around the head where parts of the brain were to be seen.

The late King Albert's funeral will take place on Thursday, there will be mourning ceremonies in the Church of Saint Gudule, Brussels, where the body will lie in state and afterwards be buried in the Royal Vault in Laeken Castle.

Crown Prince Leopold and Princess Astrid, his consort, arrived at Brussels on Sunday night, from Switzerland. Their Royal Highnesses were received at the Brussels railway station by members of the Government. After receiving expressions of condolence the Royal couple continued their journey to Laeken Castle.

For the time being the Belgian Cabinet has taken over the executive pending the ceremony of administration of the Oath of Loyalty to the Constitution to the new King which has been arranged to take place on Friday.

Until long after dawn thousands and thousands of people thronged in the vicinity of the Royal Palace in Brussels, over 150,000 names having already been entered in the list of mourners.

One of the first to pay homage to the dead King was Archduke Otto of Hapsburg, claimant to the throne of Hungary.

The Crown Princess of Italy will not participate in the funeral ceremonies as it is understood that she is en route.

Crown Prince Umberto is representing the King of Italy. The Prince Consort, Heinrich will represent Holland, and it is expected that the Prince of Wales will come as King George's deputy.—Transocean Kuo Min.

LATE KING FALLS FROM CLIFF

(Special to the "Hong Kong Daily Press" (Copyright, 1934))

Brussels, Feb. 18. King Albert of the Belgians whose tragic death appears in a different light according to latest information, which makes it clear that the King was not a victim of a motor car crash but of an accident while climbing one of the steep cliffs which is characteristic of the countryside around the picturesque town of Namur. The King who was passionately fond of mountaineering and who was accustomed to spend several weeks every year in the Alps liked to go, when prolonged absence from Brussels was inadvisable, and take recreation amid the beautiful surroundings of the river Meuse where he used to take long walks usually alone. The cliffs here are 650 feet high, and while climbing one of them the King who left Brussels accompanied by a single valet, left the car in the neighbourhood of the village of Marche les Dames near Namur and told the valet to expect him back in about an hour. When his royal master did not return in the specified time, the valet becoming uneasy telephoned the nearest village which placed itself in communication with Brussels, whereupon a relief expedition immediately set out for the missing King.

S'HAU-CANTON AIR SERVICE

Bi-Weekly Service Anticipated

Shanghai, Feb. 19. Arrangements are being made to extend the Shanghai-Canton air service so that two planes will leave each point every week, beginning this week.—Reuter.

mourning, goes on to say "the nation is plunged into terrible grief. No words can express the love, gratitude and boundless devotion which officers, non-commissioned officers and men felt for their King. The Army mourns a Chief whose courage, energy and greatness of soul saved the fatherland in the tragic hour."—Transocean Kuo Min.

NEW KING AND QUEEN ARRIVE

Brussels, February 19. Crown Prince Leopold and Crown Princess Astrid arrived here at 10.50 p.m. by special train from Basle and were greeted on the platform by the entire Belgian Cabinet. In view of rumours of a Communist demonstration being planned for the evening, police supervision was of the strictest character, only accredited journalists being allowed on the platform in addition to members of the Cabinet.

As the train steamed into the station, the railway employees on the platform were overcome with emotion. Prince Leopold, who wore a brown suit and a dark overcoat and was bare-headed, was very sunburnt. He was apparently too distressed to speak.

The Premier, the Comte de Broqueville, expressed condolences to the Prince, who then shook hands with members of the Cabinet and with the famous Burgomaster, M. Max.

Then the Royal couple reentered the train and proceeded to the private station at the Palace at Laeken, members of the Cabinet standing on the platform bare-headed.—Reuter.

BODY EMBALMED
The body of King Albert was embalmed to-night in preparation for the state funeral, by the King's two doctors with experts and a nursing sister.

The Court, Chaplain and two nuns are watching the body to-night and prayers for the repose of the King's soul will be offered all through the night.

LYING IN STATE

Later. The body of King Albert is lying in state at the Palace at Laeken, dressed in the khaki uniform of a Lieutenant-General with the Grand Cordons of the Order of Leopold on his breast.

The head is bandaged but, the face is serene. The hands are joined round a little ivory crucifix which was made by negroes and given to the King when he visited the Congo in 1928.

The purple coverlet on the bed is spread with branches of white lilac, while the table in front holds a large crucifix, two candelabra of lighted candles and a stoup of holy water.

The city is overwhelmed with grief. The great sorrow that has struck the nation is particularly noticeable among the poorer people, who are not attempting to hide their grief.—Reuter.

PRINCESS UNABLE TO TRAVEL

Rome, February 18. An unconfirmed report from Naples states that the Crown Princess of Italy (formerly Princess Marie-Jose of Belgium) will not be able to attend her father's funeral as her medical advisers have forbidden her to travel. It is understood that her body is expected.

The report adds that the Crown Prince, with the King of Italy, will leave for Brussels to-morrow.—Reuter.

The Italian Crown Prince and Crown Princess left Naples for Rome at 10 a.m.

The Crown Prince will go on to Brussels by special train, and will be accompanied by King Victor Emmanuel unless the King's doctors advise against it in view of his recent chill.

It is understood that the Crown Princess will stay with the Queen at Quirinal Palace, Rome.—Reuter.

SWEDISH MOURNING

Stockholm, February 18. The Court will go into mourning for three weeks in honour of the memory of King Albert. The parents of the new Queen, Prince and Princess Carl of Sweden, will leave for Brussels on Tuesday. The Crown Prince Gustav Adolf will represent the King at the funeral.—Reuter.

LONDON TRIBUTE

London, February 18. Sir John Simon personally announced the death of King Albert of the Belgians over the wireless this evening, at the same time paying a warm tribute to the late King.

It is learned that His Majesty King George will probably be represented at the funeral of King Albert by one of his sons.—Reuter.

PANIC IN VIENNA

Snipers Fire On Sightseers

Vienna, Feb. 19. A panic was created in the Meidling district in Vienna, last night, when fighting broke out as crowds of sightseers were inspecting the scene of last week's fighting. Hidden snipers on the roofs of Municipal flats fired on the police near the George Washington and Indian-Court flats which gives the area the nickname of the American Quarter. A strong force of Helmhwehr were rushed to the spot where troops cordoned off the district.—Reuter.

PARTY POLITICS TO GO

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, February 19, 7.30 p.m.)

Vienna, February 19. The abolition of the Party system in Austria was predicted by Dr. Ender, Minister for State Constitution, in the Dollfuss Cabinet and provisional governor of Vorarlberg, who spoke in Bledenz. Dr. Ender declared that no further constructive work could be any longer expected from party rule. Only the so-called "Fatherland Front" was qualified to deal with the present situation, so that the provisional Government would in the immediate future make for transition. Dr. Ender said he was firmly convinced that all leading authorities in the Austrian Confederation and Provisional States would recognise the signs of the times with the result that political parties would leave the stage voluntarily.—Transocean Kuo Min.

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, February 19, 7.30 p.m.)

Vienna, February 19. The Chief of Police was notified by a telegram at midday on Monday that some unknown hand had committed a dynamite attack on the overland highpower cable from Blenna westwards. Further details are not yet known.—Transocean Kuo Min.

SILVER MARKET

(From Our Special Correspondent)

London, Feb. 20. Following are the Silver Quotations on the London market to-day:

	Feb 20	Feb 17
Spot	204	203.8
Forward	209.18	207.78

The London on New York cross-rate at the closing to-day was 5.14.

EX-KAISER DEEPLY TOUCHED

Doorn, February 18. The ex-Kaiser was returning from his morning walk when he was informed of the death of King Albert. He turned pale and was deeply touched, retiring to his apartment where he remained for some time in solitary meditation.

Later, he said that the death of King Albert, who was privileged to be popular in his country, means a great bereavement because his popularity kept together his people and things which otherwise might have been divided.—Reuter.

ROOSEVELT'S MESSAGE

Washington, February 18. President Roosevelt, in a message to Queen Elizabeth, says he was inexpressibly shocked to learn of the untimely death of King Albert.

The Government and people of the United States condole with Her Majesty in her great personal loss and the people of Belgium in the loss of a ruler so universally beloved, whose energy and wisdom were so devoted to the ideals of peace and justice between the nations of the world.

Mrs. Roosevelt, he added, joined him in heartfelt sympathy. "I shall always be grateful for the privilege of friendship with your splendid husband. I have a deep sense of personal loss."

A GREAT MAN

Mr. Cordell Hull, the Secretary of State, has sent a message to the Belgian Foreign Minister, expressing great sorrow at the passing of a great King and a great man, who did much to cement true friendship between Belgium and the United States.—Reuter.

PARIS, FEBRUARY 18

The French Government have ordered official mourning for a month for King Albert.—Reuter.

KING ALBERT'S REPLY TO KAISER'S TAUNT

London, February 19. The British newspapers to-day devote columns to the accounts of the King of the Belgians' death; to the world-wide tributes, memoirs and pictures, recalling the dead monarch's activities during war and peace, notably the famous "Punch" cartoon of October, 1914, depicting the Kaiser and King Albert against the background of

MAIL NEWS FROM CANTON

(From Our Special Correspondent)

Canton, Feb. 19. The Canton Municipal Bank has found that its business does not justify the maintenance of a branch office at Wing Hon Road North and another branch at Sai Kwan, which will be closed within a week.

Its head office located at Mission Building on the Bund is centrally located for the convenience of the public. A new bank building close by is in the course of construction; and when completed will be one of the biggest and tallest buildings in Canton.

Notes of this bank are still discounted between 85 to 87 cents to a dollar. Notes of the Kwangtung Provincial Bank are quoted at 93 to 95 cents a dollar. Contrary to a former practice, the fluctuation of these government notes is openly quoted by banks and money changers.

Canton, Feb. 19. Complete change in the present provincial administration will be effected in accordance with a resolution of the recent fourth plenary session of the Kuomintang C.E.C. at Nanking, which decided that hereafter each province is to be governed by a civil governor instead of a provincial government committee.

While official confirmation is lacking, the Nanking authorities have suggested to Canton that Mr. Yang Yung Tai, Secretary General of the Nanking Military Commission, be appointed civil governor of Kwangtung. Both General Chiang Kai Shek, Chairman of the Commission, and Mr. Wang Ching Wei, President of the Executive Yuan, strongly recommended Mr. Yang for the post.

Mr. Yang Yung Tai is a native of Kwangtung and was formerly Provincial Commissioner of Finance during the regime of General Mo Yung Hsin in 1920. A close adherent of General Chiang Kai Shek, Mr. Yang Yung Tai is a very capable official and takes a keen interest in organising work. The present imposing finance building facing Wing Hon Road was built when he was Commissioner of Finance here.

Canton, Feb. 19. Native oil refining companies are doing good business following the big drop in prices of crude oil and sulphuric acid and the encouragement the government has given to this industry.

Each can of petroleum is now sold at \$3.50, and the demand is brisk. On the other hand, the price of imported crude oil has dropped to \$80 Hong Kong currency per ton, the normal price being \$100 H.K. Consequently petroleum is sold at the present low price.

Although the Nanking Ministry of Finance fixed the import tariff on crude oil at a high rate, the Canton Government refused to abide by the new rate and scaled it down to a low point. In this way, oil refining business in Kwangtung is more profitable than in any other province.

Canton, Feb. 19. The section of the Canton-Hankow Railway from Lokchang to the border of Hunan is now reported to be being pushed toward completion.

The road foundation extending from Lokchang to Taishekman has been built, and five tunnels on this section are now under construction. The construction of the other two tunnels on the section from Taishekman to the border will be started at an early date.

It is understood that actual service on the section from Lokchang to Taishekman will be begun this year.—Central Press.

Canton, Feb. 19. In order to facilitate navigation on the West River which is full of reefs, the Port Affairs Bureau of the Reconstruction Department has decided to build light houses along this river.

It is learned that survey work is now under way. Erection will be started as soon as it is finished.—Central Press.

ruined Belgium, King Albert replying to the Kaiser's taunt of "You've lost everything" with the words, "Not my soul."—Reuter.

CHINESE ESTEEM

Shanghai, February 19. Chinese in all walks of life deplore the untimely death of King Albert, who was held in high esteem in China.

It is pointed out that his interests in China were centered in economic development and technical assistance.

It is recalled that the ex-Chinese Foreign Minister, Mr. T. V. Soong, was decorated by him during his tour of Europe after the World Economic Conference.—Reuter.

PRINCE OF WALES TO ATTEND FUNERAL

It is official that the Prince of Wales will represent King George at the funeral of the late King Albert on February 22.

LIMITATION OF RUBBER

Price Rise May Be Offset by Higher Costs

London, February 19. In regard to the difficulties still to be overcome in the rubber restriction negotiations, the Dutch newspaper, Egetenblad, understands that a big problem arises from the fact that the percentage of restriction to be enforced will be so large that there is still a question as to whether the rise in prices will not be outweighed by the ensuing sharp rise in the cost of production, according to a message received here from the Amsterdam correspondent of the "London Financial Times"—Reuter.

BRITAIN LOSES ALL RECORDS

97 Of Them—And We Haven't Got One

(Special Air Mail Service.)

London, Feb. 3. This country has now lost every world's air record. There are 97 possible world's air records, and not one of them is held by Great Britain. Yet not long ago we held the three "key" records—distance in a straight line, height, and speed.

These are now held by France, America, and Italy respectively. The other records are less important because they are mostly restricted in some way, either to aircraft of certain types or sizes, or carrying certain loads over specified distances.

None the less about twenty of them are considered of first class importance. They are mostly held by France. Of the 97 possible records, France has 47, America holds 20. The remainder are divided between Germany and Italy.

The loss by us of the more important records may have a serious effect on our aircraft exporting trade, in which so far we have managed to retain a leading position, in spite of strong competition from America.

The possession by a country of world's records is a guarantee of the ability of its designers, and therefore our constructors now compete with French and American constructors under a definite handicap.

The reason for our loss of these records is not any falling off in skill on the part of British constructors. The expense of attempts on the three "key" records and the dozen or so "important" records is such that Air Ministry backing is essential.

SOLDIER FOUND SHOT DEAD

Believed To Be Case Of Suicide

Private Albert Lowe of "B" Company, South Wales Borderers was found shot dead in Murray Barracks at 8 o'clock last evening. Full details regarding the tragedy were not available up to a late hour last night, but it is believed that the deceased shot himself with a service rifle in a small room attached to the Sergeants Mess. The deceased was about 24 years of age, and the body had been taken to the Military Hospital.

It has been given in France and America.

Until recently it was given here, and as long as it was available here, it was able to keep a grip on the important records, and compete successfully in foreign markets. It has no been withdrawn, doubtless for motives of economy.

The aviation industry is demanding a renewal of this support. On the one hand technical progress is greatly helped by record-breaking. For instance, the present high speed of R.A.F. aeroplanes is mainly due to lessons in engine design learned in the Schneider Trophy competitions. British constructors have received large orders from abroad as the result of the technical excellence of these R.A.F. types.

This economy is false economy.

MEDICAL MISSIONARY'S

£14,800

(Special Air Mail Service)

London, Feb. 3.

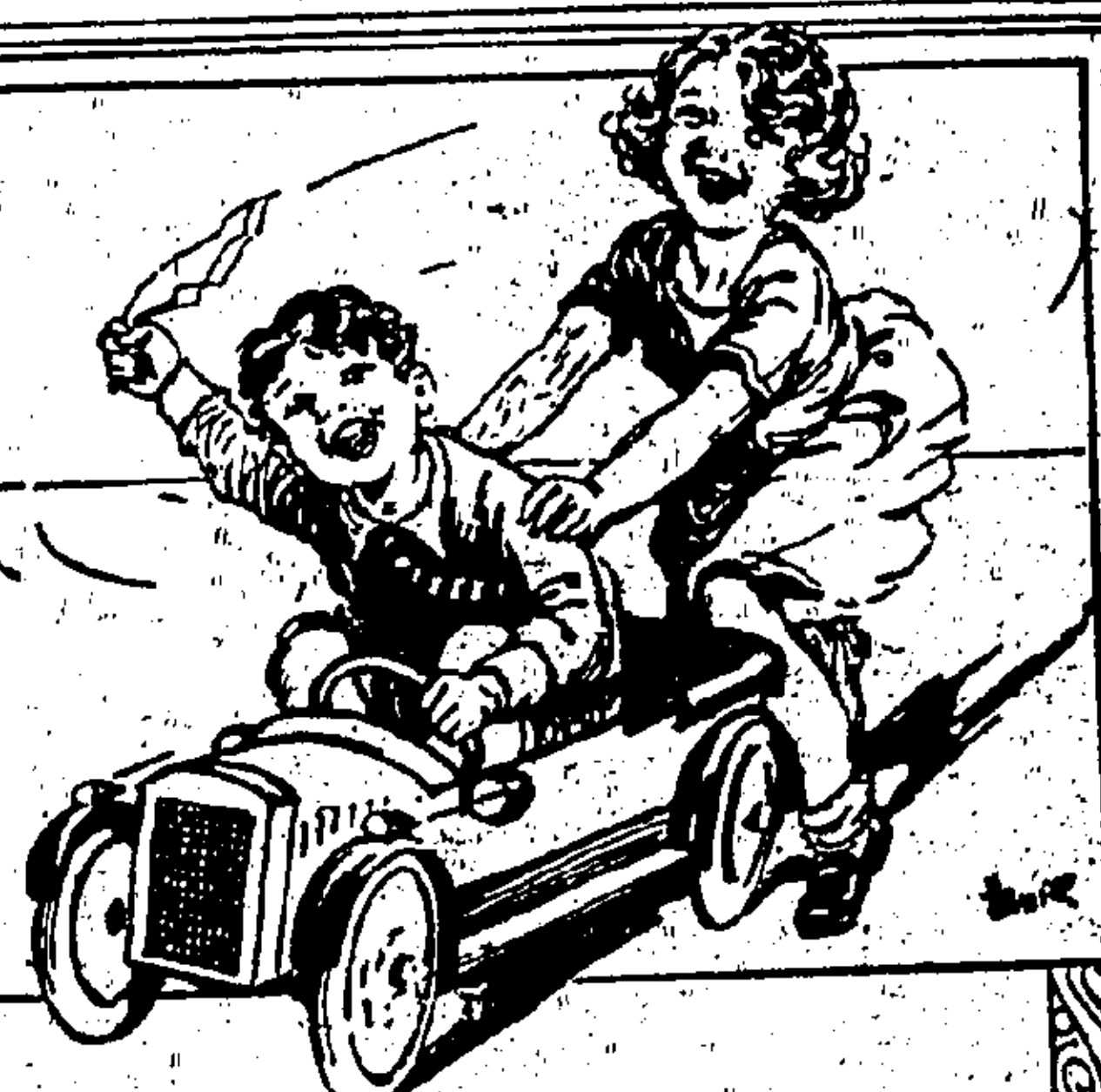
Dr. Lillian Enid Watney, a medical missionary in China, and a member of the Watney family, who died in Hankow last October, has left one-third of her property to the China Inland Mission. Another third goes to her brother, Dr. Martyn Herbert Watney, who is also a medical missionary, and the remainder to her sister, Miss May Evelyn Watney.

Her property in England has been valued at £14,810, with net personally the same. She left jewellery and certain personal effects to two sisters.

A DENIAL

London, Feb. 19.

The secretary of the Surrey Cricket Club states it is not a fact that Jardine resigned the Surrey captaincy.—Reuter.



Your Children's greatest need is Health & Energy

ALL day long the children are using up energy in splendid fashion—and every ounce of energy spent has to be made good from nourishment. They are growing, physically and mentally, and nourishment is essential for healthy growth.

Children need more nourishment than ordinary food supplies. They need the wonderful nourishment contained in "Ovaltine". This delicious beverage is prepared from Nature's best foods—milk, malt, and eggs. All the nutritive elements are present in a correctly balanced and easily digested form.

Make sure your children have their "Ovaltine" every day—for breakfast, after school, before going to bed. Then you can be quite sure that they will grow up strong and healthy.

© A.P.B. 7.

OVALTINE
Tonic Food Beverage

HOME FOOTBALL

CITY MAGNIFICENT

Arsenal Fall In Great Thriller

Manchester City... Arsenal... Close on 60,000 spectators were thrilled by a great game at Maine-road, where the Arsenal met with their first defeat since they were conquered at Sunderland on December 9.

They had no reason to complain about their fate. Rather had they every reason to be satisfied that the margin was so slight, for they can never have been more thoroughly overplayed.

It was only their defence that saved them from a heavier defeat. Their forwards started well, but once the City got into their stride there was really only one team in it till mid-way through the second half. Nearly all the play was in the Arsenal half of the field.

But it was not till 10 minutes after the resumption that the City's furious and persistent onslaughts were rewarded. Then Marshall pounced on the ball as it was headed out in a goalmouth melee, and bringing it cleverly under control he drove it into the net.

Smart Equaliser

This had a rousing effect on the Arsenal forwards, and within six minutes Beasley had equalised smartly after resisting a challenge by Barnett.

The game, which had been fought at a terrific pace, became more furious than ever after this, but the City continued to do most of the attacking, and ten minutes from the end Hird clinched the victory with a brilliant goal. He picked up a pass from M'Luckie and from fully thirty yards' range he had Moss thoroughly beaten with a wonderful shot.

The Arsenal goalkeeper literally flung himself at the ball, but he was too late.

It was a game that will be remembered. It pulsated with incident, and some wonderful football was shown by both sides.

Bastin Held

The Arsenal forwards were never permitted to get thoroughly going. They showed some nice work, but they could never get the mastery of the home defence. Dunne went very close with a hook shot just before the interval, but he did little else, nor did Bastin.

The best and most dangerous man in the line was Beasley, though Birkett was often conspicuous with astute passes across the field.

The strength of the side was in defence and never can Roberts have rendered the team better service.

Moss found Brook a big handful, but Haggood played very well indeed and Moss kept a splendid goal.

Tilson a Fine Leader

City rose to the occasion magnificently, and against a less indomitable defence they must have scored a crop of goals.

Tilson led the line with splendid courage and persistence, and his title with Roberts provided one of the features of the match. Brook played well and so did Marshall, but perhaps the player who will be remembered most of all in connection with the match was Hord, by reason of his goal.

For the defenders generally there can be nothing but the highest praise. They played well to a man, and it was a great tribute to the work of Cowan that so little was seen of Dunne.

The covering play, the tackling, and the kicking of the backs was splendid, and though he had not anything like so much to do as Moss, Swift distinguished himself with several good saves.

It was always the City's day. More than 50,000 spectators paid for admission.

SPURS LOSE AT HOME

A Missed Penalty

Tottenham Hotspur 0, Leicester City 1

There was a double surprise for the 32,000 spectators at White Hart Lane. In the first place, Jovely Leicester played as good football as the Spurs, and what was more important walked off with the points.

The form of the Tottenham forwards in this game will certainly not enhance their Cup chances in the eyes of their supporters.

They did not seem to reveal their usual pace because there was so much twisting and turning and back passing. Even when the cleverness of Hall and the genius of Evans provided chances the finishing was poor.

There was a lot of entertaining football by both sides, for Leicester had a very clever inside winger in Hall. The forward on the first half had three minutes after the interval had scored from Middle's.

The Spurs had a penalty kick awarded for a foul on Hunt, but it was completely missed by the disappointed

Evans shot straight at McLaren, who saved. Meau went off, and the Spurs were left with ten men. Leicester put up a very solid defence, with Heywood outstanding at centre half, and McLaren making some fine saves. All the same they should not have won.

LEFT GOAL TOO OFTEN

Costly Errors by Stoke

Portsmouth 3, Stoke City 1

Errors of judgment by their goalkeeper cost Stoke at least a division of the points at Fratton Park. John was inclined to leave his goal too often, and on more than one occasion it was left entirely uncovered.

It was lucky for him that Turner managed to drop back on one occasion and kick out when Bagley was left with an empty net, but there was no one to save the goal when Portsmouth scored twice in quick succession in the last five minutes before the interval.

Stoke had taken the lead three minutes earlier when T. Matthews converted a delightful pass by So, Stoke's Chinese inside left. Failing to gather a similar cross pass by McCarthy, John left Weddie an easy goal. Then he came out for a pass by Weddie, failed to hold the ball and left McCarthy to net.

Portsmouth were well on top during the first 30 minutes of the second half but during a great recovery Matthews broke away for Johnson to head in, but Stoke were unlucky not to be allowed the goal through a doubtful off-side decision.

In the last five minutes, however, from Bagley's opening, McCarthy put Portsmouth further ahead.

MISS AMELIA LEE

To Give Piano Recital On Thursday

Miss Amelia Lee will give her first Hong Kong Piano Recital on Thursday next, Feb. 22nd at 8.30 p.m. at Helena May Institute. Although she has been heard from time to time on the wireless, it is a year since she played at a public concert here and her re-appearance is awaited with much interest.

Apart from the facile technique possessed by this young Chinese lady, her playing has evoked much comment on account of the high degree of musicianship she displays and the fact that she finds it easier to play with her eyes shut from beginning to end of her performances.

It may be mentioned that, in the course of her brief musical career, Miss Amelia Lee has played most of Bach's piano works, all Beethoven's Sonatas, the principal works of Schumann, Schubert and Liszt, every piece that Chopin wrote, and 21 Piano Concertos; and she played a large number of these works from memory.

On Thursday, her programme commences with a Chopin group, including a Mazurka, a Nocturne and two Studies. The second group consists of a miscellaneous set of pieces by Finnish and Russian composers, including a particularly fascinating Concert Waltz by Glazounov.

The second half of the programme is devoted entirely to Rachmaninoff's Piano Concerto in C Minor, which has been described as the most popular piano concerto of the present day. The orchestral part of this work will be played on a second piano by Mr. A. M. Bowes-Smith.

The Recital is one of the regular Helena May Institute Winter Series and admission is at the usual popular prices.

MRS. F. E. E. BOOKER

Leaving For Home This Week

By the departure of Mrs. F. E. E. Booker, who sails for home on Saturday on the s.s. Rawalpindi, the Kowloon Tong Anglican Church Sunday School will suffer a great loss. Mrs. Booker had been the superintendent of the School for some time, and in recognition of her services, a tea party was given in her honour on Sunday by the school at which there were over 40 present.

The Rev. N. V. Halward, speaking on behalf of the children and teachers, thanked Mrs. Booker for her untiring pains in bringing the Sunday School up to its present state, there being now 40 children on the roll. He expressed sorrow at her departure and wished her the best of fortune for the future.

Two of the children presented Mrs. Booker and her daughter Joyce, who also teaches, with baskets of flowers and a group photograph previously taken and suitably inscribed was also given as a memento.

INTER-HONG FOOTBALL

Jardine's to Meet H.K. Bank To-day

On the Hong Kong Football Club ground to-day, the Hong Kong & Shanghai Banking Corporation will meet Messrs. Jardine, Matheson & Co., Ltd., in a friendly football match.

Play will commence at 4.45 p.m. and the teams will be:— Jardine's:— White: Urquhart, Ralston, Stevenson, Punccheon, Duncan, Butler, Hill, Frost, Nicholls and Dinneen.

Reserves: Chaddinton and Allan-Balch. Hong-Kong Bank:—Lowson, Bradford, Cumming, Jardine, Robertson, Moutrie, Stillard, Stewart, Turner, King and Allan. Reserves: Browning and Burch. Linesman: H. F. Phillips.

A BOXING AMBASSADOR

Nor has he reached the top by the defeat of an indifferent champion, for Cuthbert was a worthy title-holder who had defeated all challengers during the past two years.

Cuthbert has been a first-rate ambassador for British boxing in Europe. He is one of the few British boxers who have earned tremendous popularity in France and other European countries since the war.

NEW PAINT FACTORY

To Be Erected In Kowloon

Kowloon Inland Lot No. 3354 situated at the junction of Canton Road and Arran Street, was sold by public auction at the Crown Lands Office yesterday afternoon to Mr. K. Lam, Manager of the China Paint Manufacturing Company, Limited, at an upset price of \$9,000. The land has an area of about 6,000 square feet and its annual rental is \$110.

By the conditions of the purchase, the new owner declares that they intend to erect a large paint factory on the site. We were told however, that the detailed plans have not yet been finally decided upon.

Mr. E. B. Reed, Superintendent of Crown Lands and Surveys was the auctioneer.

LORD ALLENBY Confirms Plot On His Life

Viscount Allenby on his arrival in London confirmed the story of the plot against his life in Java. He said that his tour of Java was cancelled following the Dutch authorities' warning that his life was in danger.

He had no idea what lay behind the plot but he gathered that the would-be assassins were eastern and he was informed they were Japanese who wanted to injure him but how or why he did not know.

When the Viscount hurriedly left Java the secret of his going was only known to the British Consul and high officials in the Netherlands East Indies.

Notification of the existence of the plot was given to the police authorities by the International Intelligence Department at Washington some days after Lord Allenby's arrival in Java following his tour in Malaya.

Personal descriptions of three non-Dutch subjects alleged to be involved were also telegraphed and immediate measures were taken to ensure Lord Allenby's safety, but Lord Allenby, realising that he would be necessarily shadowed by an armed escort, changed his plans.

He made a fictitious booking to fly to Belawan and returned to Sumatra from where he left for England on January 13.

Following Changes Lord and Lady Allenby left England during December last year, the former stating that his visit was unofficial and he was going "purely for fun."

The following summary of the affair was published in the Java Bode newspaper at the time.

"The Java Bode, clarifying the puzzling changes in Viscount Allenby's itinerary and his sudden departure from Java, reveals that non-Dutch subjects intended to make an attempt on Lord Allenby's life during his stay in West Java."

"The authorities, naturally, immediately took extensive measures to ensure Viscount Allenby's safety, but certain circumstances convinced them that his position in Java was probably more dangerous than elsewhere. In consequence, Viscount Allenby left Netherlands to frustrate plans against him."

FOOTBALL COUNCIL MEETING

New Vice-President Elected

The Cheer-O Club building fund benefited by the handsome sum of \$635.75 from proceeds of last Sunday's charity game between the Combined Chinese v. the Rest. It was disclosed at yesterday's meeting of the H.K.F.A. Council. Further donations were also expected yet to come. The meeting was presided over by Major C. M. Mannera.

Draft rules in connection with the competition for the "Governor's Cup" to be competed for between teams representing the H.K. Football Association and the H.K. Chinese N.A.A. Federation respectively, were submitted to the meeting. It was pointed out that as the Federation was not affiliated to the Association, members of the local governing football body would be prevented to participate in the match against the Federation. The meeting decided to approach the Federation to have themselves affiliated to the Association, so that this point could be overcome.

Mr. Hancock Resigns A proposal that the forthcoming League fixture between St. Joseph's and South China A.A. be played on the coming Sunday, instead of Saturday, was approved.

Letter from Mr. R. Hancock, vice-president of the Association, was read. Mr. Hancock, who is soon going home on leave, resigned from office. An invitation was extended to Mr. J. Ralston to fill the vacancy, which was accepted.

The Council unanimously decided to ask Lady Southorn to give away the trophies to the winners at the conclusion of the Shield finals on March 24.

LOCAL GOLF

Captain's Cup Qualifying Competition

Captain's Cup (February qualifying competition) play-off:— A. Sommerfelt 92-13-79 won Junior Championship semi-finals.

S. T. Butlin beat G. W. Greene 1 up.

B. Purves beat J. W. Mayhew 1 up.

Bogey (Par) Pool New Course on February 17-18.

Gery, Lt.-Comdr. E. J. K. Weeks (13) all square wins.

There were 17 entries.

LOCAL YACHTING

First Extra Ladies' Race

The First Extra Ladies' Race, which was sailed yesterday resulted as follows:—

"H" Class Corrected

Yacht Time Pts.

Diana 4:09.57 2

(Miss Whitlam)

Dorothea 4:07.37 1

(Mrs. Coote)

I. Y. & G. Class

Alla 4:27.48 3

(Miss Bilderbeck)

Zephyr 4:26.58 1

(Mrs. Wren)

Sirius 4:27.01 2

(Mrs. Finlay)

"A" Class

Oslo 4:27.01 2

(Miss M. Larsson)

Wasp II 4:27.01 1

(Mrs. Griffin)

La Linda 4:27.01 4

(Mrs. Sheldon)

Joss D.N.F.

(Mrs. Stanton)

Gull 4:27.01 6

(Miss Mackay)

Tone Blue 4:27.01 5

(Mrs. Adams)

Pat 4:27.01 3

(Mrs. Elliott)

EIFFEL TOWER V. DAVENTRY

There seems to be a quality of tenacity about the Eiffel Tower which one can only admire.

Built in 1889, it has stood for years longer than it was ever intended to stand, and it has been broadcasting for days after it was expected to close down.

Understand, in connection with this broadcasting, that quick-fire exchanges have been proceeding between the B.B.C. and the Eiffel Tower station, which has been heterodyning Daventry.

Under the Lucerne Plan, Eiffel Tower should have caused its transmissions. When the B.B.C. remonstrated, the reply was made that Daventry was interfering with Eiffel Tower's broadcasts.

However, that may be, the tower itself is to the world at large a symbol of Paris. For one should be very sorry if advancing years should compel its demolition, or if it should be displaced in favour of the 2,300 ft. concrete tower proposed for the 1937 exhibition.

YESTERDAY'S TENNIS

E. C. Fincher Beaten

E. C. Fincher, the K.C.C. No. 1 player, caused a surprise yesterday, when he went down to Tam Yoc Fong by two straight sets in the second round of the open singles championship. Tam, who represented the Colony against Hanoi this year, played consistent tennis, and was exceptionally strong with his forehand drive. Tam won the first set, after an even tussle, by 7-5, and the second set, 6-1.

W. A. H. Duff won his way into the third round, when he easily defeated A. E. P. Guest. He allowed his opponent only three games in the match.

M. W. Lo, former singles champion, retired from the tournament and conceded C. Ravenhill a walk-over.

Ho Ka Lau and H. Owen Hughes both registered easy wins against Lieut. Tollinton and J. Barrow respectively.

Results

H. Owen Hughes beat J. Barrow 6-0, 6-1.

R. G. Hoare beat R. H. Wild 6-4, 6-4.

W. A. H. Duff beat A. E. P. Guest 6-1, 6-2.

C. Ravenhill receives w.o. from M. W. Lo.

Tam Yoc Fong beat E. C. Fincher 7-5, 6-1.

HOCKEY

Final Indian Trial Game

The following probabilities and possible hockey teams have been selected to play in the final Indian hockey trial match on the U.S.R.C. ground on Saturday, 24th instant, at 4.30 p.m.:—

Probables (In White):—Nur Mohammed (Punjab), Parduman Singh (Radio), Subedar T. J. Mohammed (Punjab), M. H. Hassan (Radio), Dulla Singh (Punjab), Alaf Din (Punjab), Khuda Bux (H.K.S.), Dost Mohammed (H.K.S.), Awtar Singh (Radio), Kalwant Singh (Radio), and Lal Singh (Punjab).

Possibles (In Colours):—Bhag Ali (Male Corps), Kishan Singh (H.K.S.), Khan Bahadur (Punjab), Sarja Khan (H.K.S.), Bachan Singh (Punjab), J. S. Grewal (Radio), Kheer Singh (H.K.S.), Kartar Singh (Punjab), Gurbachan Singh (Radio), Adalat Zar (Punjab), and Gurbachan Singh (Punjab).

With Kellett To Khartoum

A report from Capt. E. O. Kellett, who is driving to Cape Town, and who recently arrived at Khartoum, having travelled from London via Italy, Syracuse, Tripoli and Egypt, contains some interesting passages. "During 1,000 miles of this lap of over 1,400 miles" he writes "we have been crossing desert country—bad sand in places, very rocky in others with a temperature increasing daily as we have come south, until the shade temperature at midday has reached 90 to 100 deg. As the heat increased so the going became worse, and we got into the most appalling country it is possible to imagine. I feel sure that few cars or even animals—have ever crossed this particular tract of country. It consists of a series of low hills covered with rocks varying in size from 12 to 50 inches: these are sharp and so close together that it was not possible to avoid them, and the cars were therefore jolted unmercifully. In spite of this bad jolting we have had no broken springs, and except for a couple of slow punctures the tyres have also given splendid service."

After careful discussion in Cairo with the Desert Survey Dept., the head of the Motor-car Patrol of the Egyptian Army, and Mr. Moore, the Hillman Distributor, I decided not to fit condensers to the radiators, and I found their advice was sound. The cars (two Hillman Minx tourers) have not used any water by boiling, and our only loss has been by jolting, which has caused water to escape down the overflow pipe. Our running schedules over the whole distance are now as follows:—

Total distance, London to Khartoum, 5,933 miles

Total running time, 280 hours

Average speed, 19.39 m.p.h.

Average petrol consumption (each car) 22.14 m.p.g.

From Cairo to Addis (233 miles) the cars used only 7 galls. of petrol each (34.28 m.p.h.).

These were the only proper roads

encountered, and give a fair estimate of what should be done under English conditions.

"The engines, springing, body-work, chassis, and tyres have been excellent under trying conditions of heat, sand, bad jolting and overloading (which has been necessary at times over the bad stretches where neither water nor petrol were available except at long intervals). Both cars have behaved admirably and are well suited to African conditions."

Capt. Kellett, it should be reiterated, is making this trip purely as a private "pleasure" venture, and is not endeavouring to put up any records. He proposes to deviate from the straight course in order to go big game shooting as opportunity offers."

ADVERTISEMENTS

NOTICE OF REMOVAL

THE Sworn-Measurer's Office will be removed to ST. GEORGE'S BUILDING, 1st Floor (Entrance in Chater Road) as from 26th FEBRUARY, 1934.

[3278]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., 18, Pedder Street, Hong Kong, on Saturday, the 24th February, 1934, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1933.

The Register of Shares of the Corporation will be closed from Monday, the 12th February to Saturday, the 24th February, 1934 (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors,

V. M. GRAYBURN,
Chief Manager.

Hong Kong, 5th February, 1934.

[2234]

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on Friday, the 2nd March, 1934, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1933.

The Transfer Books of the Company will be CLOSED from Wednesday, the 21st February, 1934, to Friday, the 2nd March, 1934, both days inclusive.

By Order of the Board of Directors,
E. H. CRAPNELLE,
Secretary.

HONG KONG, 13th February, 1934.

[2258]

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY YEARLY MEETING OF THE HONG KONG TELEPHONE COMPANY, LIMITED, will be held on Monday, the 5th day of March, 1934, at the BOARD ROOM of the Company, Second Floor, Exchange Building, Hong Kong, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the financial year ended 31st December, 1933, and re-electing two Directors and the Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 26th February to the 6th March, 1934, both days inclusive.

Dated this 5th day of February, 1934.

By Order of the Board,
W. L. MCKENZIE,
Secretary.

4, Des Voeux Road, Central,
Hong Kong.

[2241]

KING'S COMING ATTRACTION!

Stark drama told in a new way... NARRATIVE

THE POWER AND THE GLORY

with SPENCER TRACY COLLEEN MOORE

A Jesse L. Lasky Production
Directed by WILLIAM K. HOWARD

encountered, and give a fair estimate of what should be done under English conditions.

"The engines, springing, body-work, chassis, and tyres have been excellent under trying conditions of heat, sand, bad jolting and overloading (which has been necessary at times over the bad stretches where neither water nor petrol were available except at long intervals). Both cars have behaved admirably and are well suited to African conditions."

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C

THE KOWLOON MOTOR BUS COMPANY. (1933) LTD.

DETAILS OF BUS SERVICES AND TIME TABLES FOR KOWLOON.

ROUTE NO. 1 - STAR FERRY AND SHUM SHUI PO

From Star Ferry	From Shum Shui Po
5.7 a.m. to 8.12 a.m.	5.7 a.m. to 7.7 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
8.2 a.m. to 12.27 p.m.	7.47 a.m. to 12.07 a.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
12.27 a.m. to 1.13 a.m.	1.07 a.m. to 12.2 a.m.
Service:— Every 7 1/2 Minutes	Service:— Every 7 1/2 Minutes

ROUTE NO. 2 - STAR FERRY AND LAI CHI KOK

From Star Ferry	From Lai Chi Kok
5.7 a.m. to 8.07 a.m.	5.44 a.m. to 1.14 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
8.07 a.m. to 12.27 p.m.	1.14 p.m. to 1.19 p.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
12.27 a.m. to 1.13 a.m.	1.19 p.m. to 1.24 p.m.
Service:— Every 7 1/2 Minutes	Service:— Every 7 1/2 Minutes

ROUTE NO. 3 - STAR FERRY AND KOWLOON CITY

From Star Ferry	From Kowloon City
5.47 a.m. to 8.07 a.m.	5.28 a.m. to 7.48 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
8.07 a.m. to 12.27 p.m.	7.48 a.m. to 7.18 p.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
12.27 a.m. to 1.13 a.m.	7.18 p.m. to 12.08 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
1.13 a.m. to 1.24 a.m.	12.08 a.m. to 12.28 a.m.
Service:— Every 15 Minutes	Service:— Every 15 Minutes

ROUTE NO. 4 - JORDAN ROAD FERRY AND KOWLOON CITY

From Jordan Road Ferry	From Kowloon City
6.20 a.m. to 10.20 p.m.	6.01 a.m. to 10.21 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
10.20 p.m. to 11.56 p.m.	10.21 p.m. to 1.57 p.m.
Service:— Every 12 Minutes	Service:— Every 12 Minutes
11.56 p.m. to 1.00 a.m.	1.57 p.m. to 12.27 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
1.00 a.m. to 1.24 a.m.	12.27 a.m. to 1.24 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 5 - STAR FERRY AND AUSTIN ROAD

From Star Ferry	From Austin Road
7.32 a.m. to 9.27 a.m.	7.32 a.m. to 9.28 a.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
9.27 a.m. to 12.27 p.m.	9.28 a.m. to 12.28 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
12.27 p.m. to 2.27 p.m.	1.28 p.m. to 2.28 p.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
2.27 p.m. to 4.57 p.m.	2.28 p.m. to 4.58 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
4.57 p.m. to 6.47 p.m.	4.58 p.m. to 7.8 p.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
6.47 p.m. to 9.27 p.m.	7.05 p.m. to 9.28 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

SUNDAYS AND PUBLIC HOLIDAYS

From Star Ferry	From Kowloon City
7.37 a.m. to 9.27 a.m.	7.45 a.m. to 9.28 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 6 - STAR FERRY AND KOWLOON CITY

From Star Ferry	From Kowloon City
5.47 a.m. to 7.57 a.m.	5.28 a.m. to 7.48 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
7.57 a.m. to 12.27 p.m.	7.48 a.m. to 12.08 a.m.
Service:— Every 5 Minutes	Service:— Every 5 Minutes
12.27 a.m. to 1.13 a.m.	12.08 a.m. to 12.28 a.m.
Service:— Every 7 1/2 Minutes	Service:— Every 7 1/2 Minutes

ROUTE NO. 7 - STAR FERRY AND KOWLOON TONG

From Star Ferry	From Kowloon Tong
6.01 a.m. to 12.27 p.m.	6.01 a.m. to 12.04 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes
12.27 p.m. to 1.13 a.m.	12.04 a.m. to 12.49 a.m.
Service:— Every 15 Minutes	Service:— Every 15 Minutes

ROUTE NO. 8 - JORDAN ROAD FERRY AND KOWLOON TONG

From Jordan Road Ferry	From Kowloon Tong
6.00 a.m. to 12.30 a.m.	6.00 a.m. to 12.0 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 9 - JORDAN ROAD FERRY AND UN LONG

From Jordan Road Ferry	From Un Long
5.40 a.m. to 7.10 p.m.	5.55 a.m. to 7.5 p.m.
Service:— Every 30 Minutes	Service:— Every 30 Minutes

ROUTE NO. 10 - STAR FERRY AND NGAU CHI WAN

From Star Ferry	From Ngau Chi Wan
5.57 a.m. to 12.17 a.m.	5.27 a.m. to 11.47 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 11 - SHUM SHUI PO AND TO KWA WAN

From Shum Shui Po	From To Kwa Wan
6.01 a.m. to 12.33 a.m.	6.29 a.m. to 12.58 a.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 12 - STAR FERRY AND SHUM SHUI PO

From Star Ferry	From Shum Shui Po
6.03 a.m. to 12.33 a.m.	6.03 a.m. to 11.53 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

ROUTE NO. 13 - JORDAN ROAD FERRY AND KOWLOON CITY

From Jordan Road Ferry	From Kowloon City
6.19 a.m. to 12.00 a.m.	6.54 a.m. to 11.44 p.m.
Service:— Every 10 Minutes	Service:— Every 10 Minutes

POLICE ORDERS

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., I.G.P.)

Inter Company Revolver Shoot
The Inter Company Revolver Shoot will be held at the Bowen Road Revolver Range on Sunday, February 25th, at 10.00 hours sharp, under Sub Inspector A. L. Hopkins.

Chinese Company
Promotion.—Constable R42 Wong King Chuen has been promoted to the rank of Lance Sergeant as from February 12th, 1934.

Training Course.—Part II.—All recruits will attend at the Chinese Company Headquarters on Tuesday, February 20th at 17.30 hours for instruction.

Inspection Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, February 22nd under Sub Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Fall in at 17.30 hours. Dress—Blue Uniform, Cap with White Cover, Belt with Brass, Armlet with "Badger" "Pocket Policeman" and note-book to be carried. The equipment Officer will make it a point of being present. Recruits will attend.

Indian Company
Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Tuesday, February 20th, under Sub Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Fall in at 17.30 hours sharp. Dress—Blue Uniform, Cap with White Cover, Belt, Armlet with "Badger" "Pocket Policeman" and note-book to be carried. The equipment Officer will make it a point of being present.

Training Course.—Part II.—All recruits of the Indian Company residing in Kowloon will attend at 3. Chi Woo Street, Kowloon on Wednesday, February 21st at 5.30 p.m. for instruction. All recruits of the Indian Company residing at Hong Kong will attend Chinese Company Headquarters, 17, Queens Road Central on Thursday, February 22nd at 17.30 hours for instruction.

Flying Squad
Special Duty.—Members of the Flying Squad who are detailed for duty at the Races will parade at Central Police Station on the following days February 24th, 25th, 27th, 28th, and March 3rd, at 10.15 hours.

Emergency Unit Reserve
Revolver Practice.—A revolver practice will take place on Friday, February 23rd, at the Kennedy Road Range at 5.30 a.m. The Van will leave Queen's Pier at 17.25 hours sharp. Dress—optional.

Sgd. D. L. KING.
D. S. P. (R.)

GEN. SUN APPEALS TO MISSIONARIES

Request to Mediate in Bringing Hostilities to An End

Realizing that he is nearing the end of his tether, Gen. Sun Tien-yang is reported to have approached the foreign missionaries at Ninghsia, with a request to mediate for the purpose of bringing about the cessation of hostilities. Gen. Ma Hung-kuai, chairman of the Ninghsia Provincial Government, claims to have disposed of invaders to the south of the city, and orders are reported to have been given for the Shans and Sinyuan troops to attack the invaders in the rear.

Gen. Ma continues to claim successes and predicts the imminent collapse of Gen. Sun. Owing to daily bombings by Nanking planes, Gen. Sun has changed his tactics and is now resorting to night attacks against Ninghsia City. Peking authorities have decided to send fifty military trucks to assist Gen. Yen Hsi-shan, of Shansi, in transporting his troops for the coming drive against Gen. Sun.

NOVEL FLYING BOAT

Strange Arrangement Of The Wings

(Special Air-Mail Service)

London, Feb. 3.
A monoplane flying-boat of unusual appearance made a test flight from the River Medway to-day. It has been built for the Royal Air Force by the firm of Short Brothers, the well-known designers and makers of seaplanes. At present all the flying-boat squadrons of the Royal Air Force are equipped with biplanes, though one type of monoplane is used at Calshot for instruction. What makes this new boat look so strange is the arrangement of the wings. They rise steeply upward for a short distance on each side of the hull, and then spread out horizontally. At the point on each side where the wing becomes horizontal, a Rolls-Royce engine is mounted. The upward slope of the wings raises the two engines and their propellers clear of the spray and important for the sides hull is also unusual, for the sides are flat and the whole is wider at the waterline than at the top. Seaworthiness is the main point in a flying-boat, and after that come speed and endurance. For some tasks, and particularly in home waters, a fast boat is needed, while for overseas work endurance is more important. In the Mediterranean, for instance, our flying-boats ought to be able to fly non-stop between Malta and Gibraltar. At present no performance figures of this new monoplane may be published, but it is understood to have a good turn of speed. Certainly to-day she took on splendidly, and flew very well indeed.

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NEW AMBASSADOR IN TOKYO

Sir Robert Clive Appointed

The following announcement was issued by the Foreign Office last night:—

"The King has been graciously pleased to approve the appointment of Sir Robert Henry Clive, K.C.M.G., His Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Holy See, to be His Majesty's Ambassador Extraordinary and Minister Plenipotentiary at Tokyo in succession to the Right Honourable Sir Francis Lindley, G.C.M.G., C.B.E., who is shortly retiring."

Sir Robert Clive, who was appointed to the Vatican Legation as recently as last March, was British Minister in Teheran from 1926 to 1931. He entered the Diplomatic Service in 1902, and served in Rome, Tokyo, Cairo, Bern, and Stockholm before being transferred to Peking in 1920 as Counsellor of Embassy. In 1923 he became Consul-General at Munich, and in the following year took up a similar appointment in Tangier, where he remained until his promotion to the Teheran Legation. He was made a K.C.M.G. in 1927.

MARRIAGE OF MR. W. O. BENTLEY

(Special Air Mail Service.)

London, Feb. 3.
The marriage took place on Wednesday, at the Marles-road Register Office, of Mr. W. O. Bentley and Mrs. Margaret Hutton. Mr. Bentley was the designer of aero engines which were adopted for us in a high percentage of the R.F.C. fighting machines during the war. Later he designed the long range of Bentley motor-cars, which carried the British colours to victory in many international motor races. Mrs. Hutton was formerly Miss Margaret Robert Murray, of Keverstone, Bath. Mr. S. W. P. Perry and Miss Aldworth. The marriage arranged between Mr. S. Prittle Perry and Miss D. St. Leger Aldworth will take place in the first week in April at Mukden, China.

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.
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CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th Feb. will be subject to Rent. All Claims against the Underigned must be presented to the Underigned on or before the 12th Mar., or they will not be recognised.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Feb. at 10 a.m., by Messrs. Goddard Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hong Kong, 19th Feb., 1934. [2379]

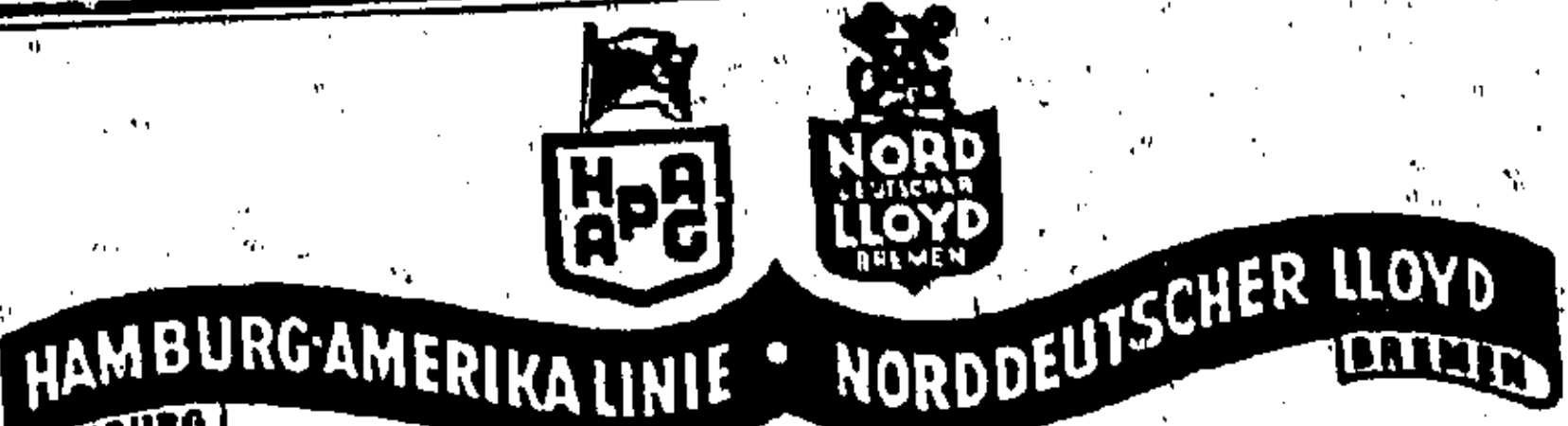
NOTICE TO CONSIGNEES.

ISTHMIAN LINE.
FROM PHILADELPHIA, BALTIMORE AND NEW YORK.

THE STEAMSHIP "CHATTANOOGA CITY"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the China Provident Loan & Mortgage Co., Ltd., whence delivery may be obtained.

Optional Cargo will be carried on, unless notice to the contrary be given prior to arrival of steamer. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th February, 1934, will be subject to Rent. All Claims against the vessel must be presented to the Underigned on or before 5th March, 1934, or they will not be recognised. All Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 26th February, 1934, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents. Hong Kong, 19th Feb., 1934. [2379]



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†(NDL) m.v. "FULDA"	for Shanghai, Taku Bar, Dairen, Tsingtau, Yokohama, Kobe, etc.	11th Mar.
†(HAL) m.v. "LEVERKUSEN"	for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya, etc.	20th Mar.
*(NDL) a.s. "DONAU"	for Shanghai, Taku Bar, Dairen, Tsingtau, Yokohama, Kobe, etc.	22nd Mar.
*(HAL) m.v. "ERMLAND"	for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe, Osaka, etc.	31st Mar.

HOMEWARD SAILINGS

*(NDL) m.s. "TRAVE"	for Genoa, Marseilles, Casablanca, Aden, Rangoon, Hong Kong, etc.	1st Mar.
(HAL) m.v. "RHEINLAND"	for Genoa, Rotterdam, Hamburg, etc.	7th Mar.
†(NDL) a.s. "TRIER"	for Genoa, Barcelona, Lodon, Dover, Aden, Rotterdam, Hamburg, Bremen, etc.	13th Mar.
*(HAL) m.v. "MUNSTERLAND"	for Genoa, Marseilles, Rangoon, etc.	14th Mar.
†(HAL) m.v. "SAUERLAND"	for Genoa, Barcelona, Rangoon, Hamburg, Bremen, etc.	15th Mar.
*(NDL) a.s. "ALSTER"	for Genoa, Marseilles, Oran, Amsterdam, Rotterdam, Hamburg, Bremen, etc.	20th Mar.

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TO MANILA, MAKASSAR, BALI, SOERABAYA
M.S. "TUNEGARA" 24th February, 11 a.m.

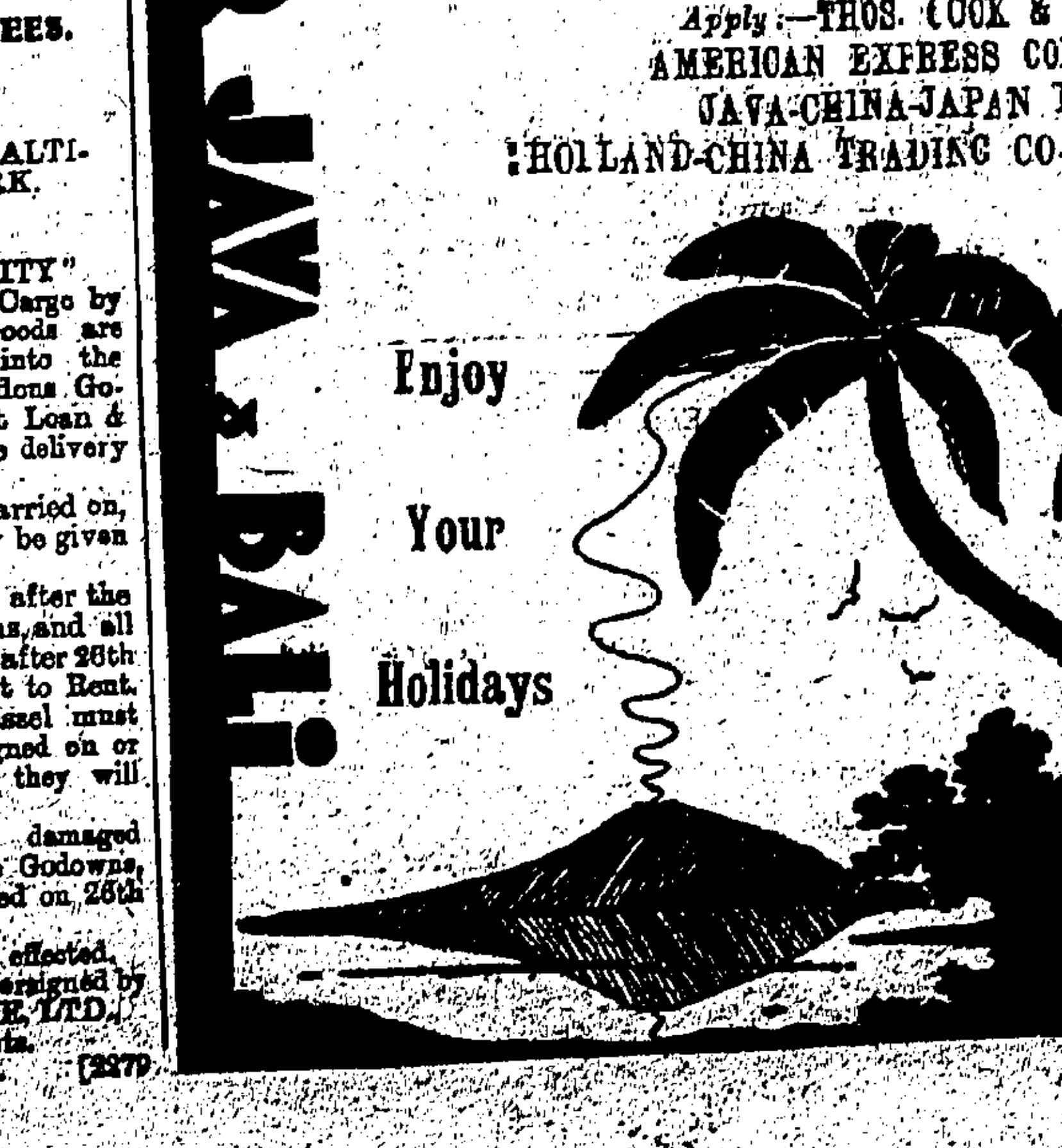
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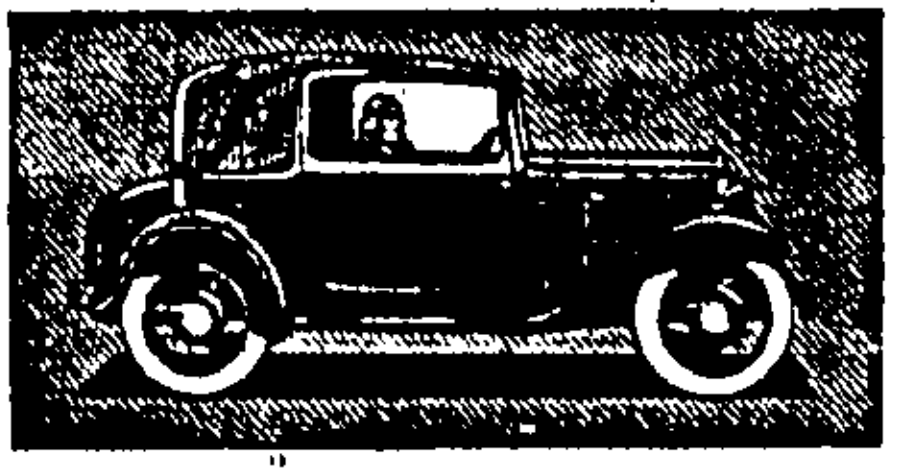
HONG KONG DAILY PRESS TUESDAY, FEBRUARY 20, 1934.



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Published By HONG KONG DAILY PRESS, LTD.

AS OTHERS SEE US.

The following is taken from the "TIMES" LITERARY SUPPLEMENT dated 19th October, 1933.

CHANGING CHINA. A Quarterly Non-Political Review of Life and Conditions in Modern China. Vol. 1, No. 1 April, 1933. 128 pp. Vol. 1, No. 2 July, 1933. 128 pp. 7 x 4 1/2. Hongkong Daily Press (63, Fleet Street, E.C.4.) 1s. 6d. net.

In a preface, the editor explains that the purpose of this newly established quarterly is to keep a record of the progress of events in all parts of China, and, by disseminating a fuller knowledge of the country's actual conditions and needs, to assist in the promotion of trade and a better understanding between East and West. To this end, qualified correspondents in every province have undertaken to supply reports, commentaries, and forecasts. The first two numbers contain several articles on interesting subjects—e.g., the industrial development of the Yangtze provinces, the spread of Communism, the condition of the native cotton industry, and the Mind of Young China.

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NAVAL APPOINTMENTS

(Special Air-Mail Service.)

London, Feb. 3.
The following appointments were made by the Admiralty yesterday:—
Cdr.—C. A. H. Brookings, to Cumberland (Feb. 8).
Surgn. Cdr.—H. H. Barington, to Drake for R.N. Hosp., Plymouth (Feb. 5).
Payr. Cdr.—D. H. Pasmore, to President for duty inside Admiralty (Feb. 6).
Lt.-Cdr.—F. H. G. Oliphant, to Victory for R.N.B. (Feb. 7); and P. N. Churchill, to Vernon (Feb. 9).
Instr. Lt.-Cdr.—G. K. McArthur, B.A., to Neptune (on commg.).
Lts.—J. Hopkinson, to Caradoc (Feb. 8); S. D. Roper, to Durban (on commg.); J. S. H. Lawrence, to Acasta (on relief); E. G. Roper, to Daring (on relief); and J. P. Scatchard, appt. to Caradoc cancelled.

Schoolmasters (C.W.O.)—A. C. Howard, to Neptune, on commg. (Feb. 22); and J. Dennis B.Sc., to St. Angelo, for Malta Dockyard School (March 15).
Commander P. F. Glover to Ramillies, February 5.
Lieutenant-Commander A. Crawford to Pembroke for R.N.B., February 7.
Lieutenants R. G. W. Hare to Grimsby on commissioning; A. E. Doran to Bruce, February 8; appointment to Pembroke cancelled.
Sub-Lieutenant G. K. Horsey to Verity December 23, 1933 (appointment to Bruce cancelled).
Paymaster Midshipman A. H. Edmondson to Durban, February 27.
Commissioned Gunners—H. Swales, M.B.E., D.S.M., to Ajax, February 7; M. L. Sonnen to Excellent, February 15.
Acting Warrant Writer C. Marsh to Curacao, February 1.

AIR PIONEER'S DEATH

First To Try To Fly Atlantic

(Special Air-Mail Service.)

London, Feb. 3.
Walter Wellman, the great air expert, and explorer of an earlier generation, who achieved world fame by making the first attempt to cross the Atlantic by air, has died at his home here, aged 75.
He made his effort in a dirigible in October, 1910, an undertaking rendered possible by the financial support of "The Daily Telegraph" and the "New York Times." This was nine years before Sir John Alcock and Sir Arthur Whitten Brown accomplished the first aeroplane crossing of the Atlantic.
Wellman's vessel was 228 feet long, with a lifting capacity of 24,000lb. It was equipped with two engines, one of 70 to 80 horsepower; but, for its passage over the ocean it depended on its drifting powers, and favourable winds. Actually it had covered over 1,000 miles when, after seventy-two hours' voyaging, it was driven down, the crew being rescued by the steamer Trent.
I remember the incident well, for a special temporary wireless station had been built at Atlantic City to keep in touch with Wellman, and there I received his first message to "The Daily Telegraph" after his rescue.
Of the crew of four, one, Mr. Murray Simon, the navigator, was an Englishman. After their return to America they were feted as heroes.
Wellman was one of the most distinguished of American journalists before he started his aerial career. He first attracted attention by an air trip to the Bahamas, where he claimed to have located the landing-place of Columbus.
Afterwards, and before his Transatlantic flight, he made four attempts to reach the Pole from Spitzbergen by dirigible. There was nothing of the stunt about his various enterprises. He was a genuine explorer and scientific airman, and his various experiences contributed substantially to the development of aeronautics.

THE DEVELOPMENT OF MAN

Improvement Of The Race

STRIKING FACTS

An interesting contribution to the problem of the improvement of the race has been made by Dr. Harold Diehl, of the University of Minnesota. He has obtained the weight and height of over 17,000 college girls between the ages of sixteen and twenty-one, and compared them with similar statistics gathered twenty years ago by insurance companies.

These investigations show that, whereas the average college girl of twenty years ago was 5 ft. 1 in. in height, to-day she is 5 ft. 10 in. tall, and her predecessor of twenty years ago weighed 8 st. 10 lb. against the 8 st. 5 lb. of the student of to-day.

Using these figures as a text, a representative of The Observer obtained an interview with Dr. F. G. Parsons, the former Professor of Anatomy at St. Thomas's Hospital and President of the Anthropological Section of the British Association a few years ago.

"As an anatomist," said Dr. Parsons, "the human body and its development have, naturally, always been matters of profound interest for me, and at one time I kept a tally of the students at St. Thomas's Hospital. I noticed that the average height of the class from which the medical students were recruited—the upper middle class, I suppose it would be called—averaged 5 ft. 9 in., a very high average compared with about 5 ft. 5 in., which we may take to be the average of the country at large."

"That high average has been steady for a considerable time, for, so far as my researches went, the average has never risen as high as 5 ft. 10 in. or dropped below 5 ft. 9 in. during the twenty years over which my measurements were extended. More than this, I am quite sure that these men are taller than were my own contemporaries in my student days forty-five years ago, just as those contemporaries, in their turn, were probably taller than the medical student, depicted by Dickens, who walked the Borough hospitals fifty years before them."

"While the male figures are stationary, I cannot help being greatly struck by the improvement in the figures for women, which Dr. Diehl's investigations have elicited. They correspond with my own observations."

"Is this increase which you and Dr. Diehl have observed in height and weight affected by locality?" I interrupted.
"Apparently not," replied Dr. Parsons. "It is a matter of common knowledge among anthropologists that, after the Russo-Japanese War, the Japanese adopted a much more generous protein diet than they had been accustomed to. The result was that the national stature increased by an inch and the weight improved in proportion. 'If you ask me to what I attribute this remarkable development, I answer unhesitatingly that hygiene, better nutrition, and better environment are responsible for the change. This change is by no means limited to the upper middle class to which I have just referred as the one from which Dr. Diehl and I drew the source of our investigations. The same is true with regard to the children of the poor.'"

CHINESE IN THE STRAITS

Statistics Show Enormous Increase

London, Feb. 19.
A striking increase in the Chinese population in the Straits Settlements is shown in a Colonial Office report. It rose from 174,927 in 1881 to 663,518 in 1931, while the Malayan population increased

MR. JOHN STRACHAN

Public Works In Ceylon And Malaya

(Special Air-Mail Service.)

London, Feb. 3.
It is learnt that Mr. John Strachan, C.M.G., Director of Transport, died in Trinidad after a fortnight's illness at the age of 56. He was taken ill while on duty, and death was due to cerebral hemorrhage.

Mr. Strachan had done valuable work in the Colonial service in Ceylon and the Malay States, and had only recently been appointed to his post in Trinidad. The son of Mr. John Strachan, A.M. Inst. C.E., he received his professional training with various docks, railways, and engineering works. In August, 1911, he joined the Public Works Department of Ceylon as chief engineer of the Colombo lake development scheme. After a short period as Assistant Director of Public Works in Ceylon he was appointed in December, 1920, to the corresponding post in the Federated Malay States. In April, 1923, he was promoted to be Director of Public Works, chairman of the Electrical Board, and a member of the Railway Board.

Not long afterwards he returned to Ceylon as Director of Public Works, member of the Legislative Council, and chairman of the Electrical, Public Works Advisory, Local Government, and Prison Boards. In January, 1927, he was appointed general manager and chief engineer of the Federated Malay States Railways, chairman of the Railway Board and the Johore Causeway Committee, and member of the Indian Immigration Committee. In October, 1927, he was further appointed an official member of the Federal Council. Mr. Strachan, who was a member of the Institution of Civil Engineers, of the Institute of Structural Engineers, and of the Institute of Transport, was president of the Engineering Association of Malaya Institution of Civil Engineers. He was made a C.M.G. last year. His home was at Beaconsfield, Bucks. He married in 1900 Agnes K. Law, and had a son and two daughters.

AMY MOLLISON & U.S. POLICE

(Special Air-Mail Service.)

London, Feb. 3.
Mrs. Amy Mollison left to-day for Miami strongly protesting against her arrest on Monday on a charge of reckless driving at Port Lauderdale.

Mrs. Mollison's account is that she was going rather fast, but it was an open road with no cars or buildings in sight. She declared that it was her firm belief that the officers who stopped her were gangsters.

According to one account, which Mrs. Mollison denies, she "scratched the face of one of the policemen, bit him, and told him she liked a fight."

Mrs. Mollison was fined £10 and £4 costs. She complained that she was not allowed to give evidence in court, that she was detained in custody after her arrest for several hours before being released on her own recognisance, and also detained in custody for several hours until the fine and costs were paid. Deputy Sheriff Clark, who wears no uniform, and has only a silver badge to identify him, was the chief witness. He said that Mrs. Mollison tried to run away several times after being arrested. He also stated that she drove her car through the centre of Fort Lauderdale—an old town with many winter residents—at about seventy miles an hour.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MEDON".
FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE.
Are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 15th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd February, will be subject to Rent.
All Claims against the Vessel must be presented to the Underwriter on or before the 8th March, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
16th February, 1934. [270]

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MEMNON".
FROM UNITED KINGDOM VIA SINGAPORE.

Are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th Feb. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd Feb. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 9th Mar., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
16th February, 1934. [271]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "TRIER" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.
Consignees are further notified that the Steamer "TRIER" has taken at HAMBURG and BREMEN Consignees' Cargo for HONG KONG, ex S.S. "INDALVALVEN" and S.S. "STAE" from GOTHENBURG and KOTKA.
All Goods remaining undelivered after the 24th of Feb., 1934, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Aik, at 10 a.m., on the 23rd of February, 1934.
Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.
No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.
Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.
MELLORE & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 17th Feb., 1934. [275]

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINE.
NOTICE TO CONSIGNEES

THE M.V. "SAUERLAND" having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed. Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Wednesday, 21st February, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 20th February, at 10 a.m., by our Surveyors, Messrs. Board & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
All Claims must reach us before the Wednesday, 14th March, 1934, or they will not be recognised.
No Insurance will be effected.
Bills of Lading will be counter-signed by JEBSEN & CO., Agents.
Hong Kong, 14th Feb., 1934. [276]

SILVER LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK AND LOS ANGELES

THE Motor Vessel "SILVEREY" having arrived from the above Port on 13th February, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 19th February, 1934, at 10 a.m.
All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th February, 1934, will be subject to Rent.
No Fire Insurance has been effected. Bills of Lading will be counter-signed by FURNESS (FAR EAST), LTD., 4th Floor, King's Building, Connaught Road, Dial 23165.
Hong Kong, 13th Feb., 1934. [272]

PRINCE LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK AND LOS ANGELES

THE Motor Vessel "PRINCE" having arrived from the above Port on 18th inst., Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 22nd instant, 1934, at 10 a.m.
All Claims must be presented within 15 Days of the vessel's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, 1934, will be subject to Rent.
No Fire Insurance has been effected. Bills of Lading will be counter-signed by FURNESS (FAR EAST), LTD., 4th Floor, King's Building, Connaught Road, Dial 23165.
Hong Kong, 16th Feb., 1934. [273]

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

Buyers	Sellers	Share	Monday, February 19	Share	Sellers	Monday, February 19
Banks						
...	...	...	H.K. Banks	...	...	\$1,820
...	...	...	Do. (London)	...	...	\$15
...	...	...	Chartered Bank	...	...	\$20
...	...	...	Do. "A"	...	...	\$20
...	...	...	Do. "C"	...	...	\$20
...	...	...	Bank of East Asia	...	...	\$20
...	...	...	N. C. & S. Bank	...	...	\$20
...	...	...	Am. O. Fin. Corp.	...	...	\$20
...	...	...	Ch. Fin. Corp.	...	...	\$20
...	...	...	Do. Prof. S.	...	...	\$20
Insurance						
...	...	...	Canton Insurance	...	...	\$330
...	...	...	Union Insurance	...	...	\$330
...	...	...	China Fire	...	...	\$330
...	...	...	H.K. Fire	...	...	\$330
...	...	...	International Assoc. S.	...	...	\$330
Shipping						
...	...	...	Douglas	...	...	\$330
...	...	...	Steamboats	...	...	\$330
...	...	...	Indos (pref.)	...	...	\$330
...	...	...	Do. (def.)	...	...	\$330
...	...	...	Shells	...	...	\$330
...	...	...	Waterboats	...	...	\$330
Mining						
...	...	...	Antamoks	...	...	70 cts.
...	...	...	Balatos	...	...	49 cts.
...	...	...	Baguio Gold	...	...	33 1/2
...	...	...	Benget Consolidated	...	...	30 cts.
...	...	...	Do. Exploration	...	...	15 cts.
...	...	...	Do. Goldfield	...	...	15 cts.
...	...	...	Big Wedge	...	...	15 cts.
...	...	...	Gold Creek	...	...	15 cts.
...	...	...	Gold Mining	...	...	15 cts.
...	...	...	Ilogona	...	...	15 cts.
...	...	...	Kailans	...	...	15 cts.
...	...	...	Langkats (sup. 10) S.	...	...	15 cts.
...	...	...	Explorations	...	...	15 cts.
...	...	...	Shanghai Loans	...	...	15 cts.
...	...	...	Raubs	...	...	15 cts.
...	...	...	Trouth Mines	...	...	15 cts.
...	...	...	Venezuela Gold Flds.	...	...	15 cts.
Docks, Wharves, Godowns, etc.						
...	...	...	H.K. & E. Wharves	...	...	\$330
...	...	...	Provident (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	H.K. & W. Docks	...	...	\$330
...	...	...	S. China Motors	...	...	\$330
...	...	...	Do. "A"	...	...	\$330
...	...	...	Do. "B"	...	...	\$330
...	...	...	Shanghai Docks S.	...	...	\$330
...	...	...	New Engineering S.	...	...	\$330
...	...	...	Hongkwa	...	...	\$330
...	...	...	Lands, Hotels, and Buildings	...	...	\$330
...	...	...	H.K. Hotels	...	...	\$330
...	...	...	H.K. Lands	...	...	\$330
...	...	...	Shanghai Lands	...	...	\$330
...	...	...	Metropolitan Lands	...	...	\$330
...	...	...	H.K. Realities	...	...	\$330
...	...	...	China Do.	...	...	\$330
...	...	...	Do. Debentures S.	...	...	\$330
...	...	...	Humphreys	...	...	\$330
...	...	...	New Asia Hotel	...	...	\$330
...	...	...	Asia Realities "A" S.	...	...	\$330
...	...	...	Do. "B" S.	...	...	\$330
...	...	...	Chinese Estates	...	...	\$330
...	...	...	Esos	...	...	\$330
...	...	...	S. China Cottons	...	...	\$330
...	...	...	Zhong Singa	...	...	\$330
...	...	...	Wing On Textiles (S.)	...	...	\$330
...	...	...	Public Utilities	...	...	\$330
...	...	...	Tramways	...	...	\$330
...	...	...	Peak Trans (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	Star Ferries	...	...	\$330
...	...	...	Yanmat	...	...	\$330
...	...	...	China Lights (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	Do. Rights	...	...	\$330
...	...	...	H.K. Electric	...	...	\$330
...	...	...	Macao do.	...	...	\$330
...	...	...	Sandakan Lights	...	...	\$330
...	...	...	Telephones (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	China Bus	...	...	\$330
...	...	...	Tractions	...	...	\$330
...	...	...	Do. (pref.)	...	...	\$330
...	...	...	Industrials	...	...	\$330
...	...	...	Malabar Sugars	...	...	\$330
...	...	...	Caldbeck	...	...	\$330
...	...	...	Macgregors (pref.) S.	...	...	\$330
...	...	...	Canton Ice	...	...	\$330
...	...	...	Cements (comb.)	...	...	\$330
...	...	...	Do. (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	Ropes	...	...	\$330
...	...	...	Miscellaneous	...	...	\$330
...	...	...	Dairy Farms	...	...	\$330
...	...	...	Der A. Wings	...	...	\$330
...	...	...	Amusements	...	...	\$330
...	...	...	Ch. Entertainment	...	...	\$330
...	...	...	Constructions (old)	...	...	\$330
...	...	...	Do. (new)	...	...	\$330
...	...	...	Lane Crawford	...	...	\$330
...	...	...	Macintosh	...	...	\$330
...	...	...	Nanyang Tobacco	...	...	\$330
...	...	...	Sincere	...	...	\$330
...	...	...	Watsons	...	...	\$330
...	...	...	Wm. Fowells	...	...	\$330
...	...	...	M. Greyhounds	...	...	\$330
...	...	...	S. O. Enterprises	...	...	\$330
...	...	...	United Theatres S.	...	...	\$330
...	...	...	R. Ind. G. Bonds	...	...	\$330
...	...	...	H.K. Govt. Loans	...	...	\$330
...	...	...	Wallace Harper	...	...	\$330
...	...	...	H.K. Wing	...	...	\$330
...	...	...	S. Ind. Do.	...	...	\$330

H.K. STK MARK

YESTERDAY'S OFFICIAL QUOTATIONS

Utilities again a better showing to-day, lights and electric being consistent demand, and at slightly higher rates as compared with Saturday's closing quotations fair number of contracts were in hotels, buyers paying up \$6.40, but at the close there signs of an easier tendency.

The rest of the calls for no comment.

H.K. Fire Indices, \$283.

Douglases, \$3.

Providents (C) \$2.60.

Hotels, \$6.35.

Realities, \$6.3.

Hongkong T.S. \$21.80.

China Light, \$9.70.

China Light (new), \$9.40.

Electric, \$7.

Macao Elect, \$23.

Telephones, \$25.

Canton Ice, \$3.

Dairy Farm, \$24.

Govt. Loan per cent. Prem.

Underwrite, \$1.60.

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LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Feb. 14	Feb. 17
Amsterdam	12.10 Florins	7.55	7.63
Athens	375 Drachmas	525 S.	530 S.
Bombay	276.316 Dinars	205	12.97
Berlin	30.43 Marks	12.88	1/6 3/32
Bombay	14. 0d. per Rupee	21.79	22
Brussels	36 Belgas	510	512
Bucharest	813.588 Lei	36 1/2 S.O.	36 1/2 S.O.
Buenos Aires	47.58d. per Peso	22.40	22.40
Copenhagen	18.15d. Kroner	15.72	15.90
Geneva	26.224 Francs	22 1/2	22 1/2
Helsingfors	193.23 Marks	1/6 1/2	1/6 1/2
Hongkong	110 Escudos	109 1/2	107 1/2
Lisbon	25.224 Pesetas	37 15/32	37 29/32
Madrid	92.46 Lire	57 13/16	58 6/16
Milan	50.88d. per Peso	38 1/2 S.O.	37 1/2 S.O.
Montevideo	4.867 Dollars	5.07 1/2	5.12 1/2
Montreal	4.867 Dollars	5.03 1/2	5.09 1/2
New York	18.15d. Kroner	19.90	19.90
Oslo	18.15d. Kroner	77 3/32	77 3/32
Paris	184.21 Francs	111 1/2	120
Prague	184.21 Francs	111 1/2	120
Rio de Janeiro	38.93d. per Gold	4 1/2 S.O.	4 1/2 S.O.
Shanghai	18.15d. Kroner	19.90 1/2	19.90 1/2
Stockholm	34.584 Schillings	28 1/2	28 1/2
Vienna	24.58d. per Yen	1/2 9/32	1/2 9/32
Yokohama	24.58d. per Yen	20 1/2	20 1/2
Silver (spot)		20 5/16	20 5/16
Silver (forward)		10 1/2	10 1/2
War Loan		10 1/2	10 1/2

Closing Quotations

ON LONDON	February 19, 1934	ON NEW YORK
Telegraphic Transfer	1 1/2	Bank Bills, on demand 38 1/2
Bank Bills, on demand	1 1/2	Credit, 60 days' sight, nom
Bank Bills, 4 months	1 1/2	ON BATAVIA
1 month	1 1/2	On demand
Credit, four months	1 1/2	ON PARIS
ON SHANGHAI	110	Bank Bills, on demand 590
On Demand	110	Credit, 4 months' sight 630
ON SINGAPORE	64 1/2	ON SAIGON
On Demand	64 1/2	On demand
ON JAPAN	15 1/2	ON MANILA
On Demand	15 1/2	On demand
ON INDIA	110 1/2	ON BANGKOK
Telegraphic Transfer	110 1/2	On demand
Bank, on demand	110 1/2	SOVEREIGNS, Bank Buying
		Rate
		BAR SILVER, per oz.

SHANGHAI STOCK MARKET

Rubbers Comparatively Active

There was no uniformity in the trend of prices on the Shanghai Stock Market on Tuesday. Land shares eased off, Shanghai Lands closed at 27.75 for February after it had been done at 28 cash. Rubbers were comparatively active, nearly on a par with shares changing hands. There was continued pressure on land shares Wednesday. Shanghai Lands declined again, and 1,900 shares were booked at 26.50 for February. The debenture market showed firmness, a great number of 6 per cent and 7 per cent S.M.C. and 3 1/2 per cent 1933 Shanghai Power debentures changing hands. Trading on the next day was rather uneventful, only a small amount of business was done and rates remained unchanged. Ewos showed signs of firmness, 1,300 shares being placed at 13.50 for February and 500 at 13.50 for cash. There was no reason for the weakness of certain stocks on Friday. Several issues were under pressure and as a result Shanghai Lands receded to 26.50 cash. Shanghai Loans eased to 6.20, after the close 500 shares were done at 6.15 for both cash and February. The feature of Saturday's market was the strength of Tenah Merah of which 20,000 shares changed hands. Some interest was shown for Langkats 300 shares being placed at 17.50 cash.

During the week under review ending February 10, the Chinese Government Bond Market maintained its firmness. The setback experienced on Wednesday and Thursday was not general. Fluctuations on the whole were quiet.

IMPORT PRICES

We have received the following report from the General Chamber of Commerce who state that the reports and prices are published as supplied by importers, and the Chamber cannot accept responsibility for the accuracy thereof.

COTTON PIECE GOODS AND FANCY COTTON GOODS

The following reports have been received:

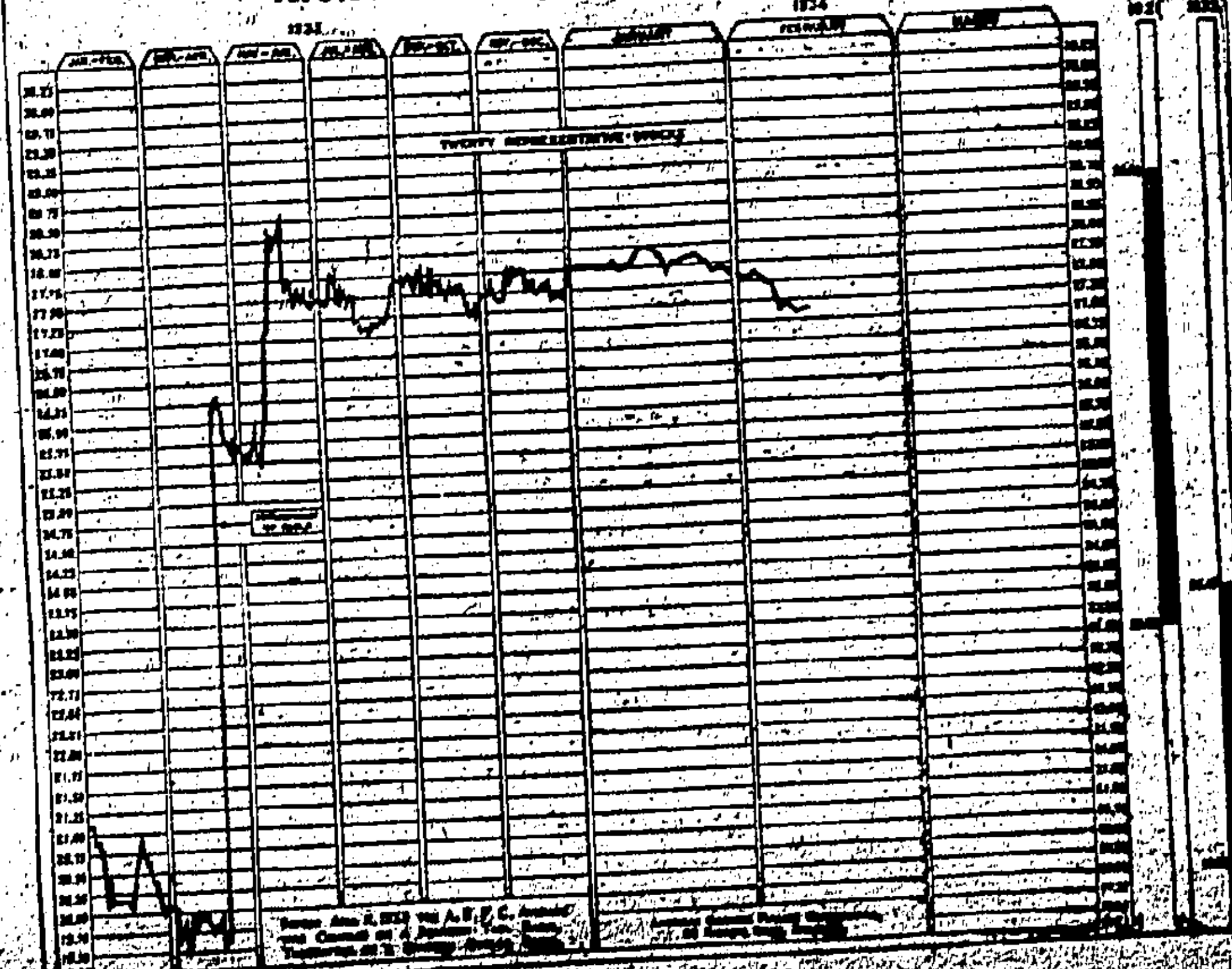
The market is closed for the Chinese New Year settlement but some sales of Spring cargo are reported to have been made at slightly improved prices. Manchester quotations are a good deal firmer and local stocks are not considered unduly large. Clearances have been very slow.

The latest Cotton prices to hand are those of the 16th inst:—
American Mid. "Spot" 6.68d.
Egyptian Sakel F.G.F. "Spot" 8.25d.

WOOLLENS

The market for Woollens is now practically over but some new business of July/August shipment is expected after Chinese New Year. Wool prices continue to be firmer, having advanced considerably during the past six months, and higher rates will have to be paid for most lines.

A.O.F.C. Average of Shanghai Stocks



PRESIDENT Liners

Fastest Time Hong Kong to San Francisco.
Speed with Comfort.

To SAN FRANCISCO 18 Days via Shanghai, Kobe, Yokohama, Honolulu
To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama

Fortnightly sailings
Pres. Hoover ... Feb. 24, 10 a.m.
Pres. Cleveland ... Mar. 13, Midnight
Pres. Coolidge ... Mar. 24, 10 a.m.
Pres. Taft ... Apr. 10, Midnight
Pres. Hoover ... Apr. 21, Midnight

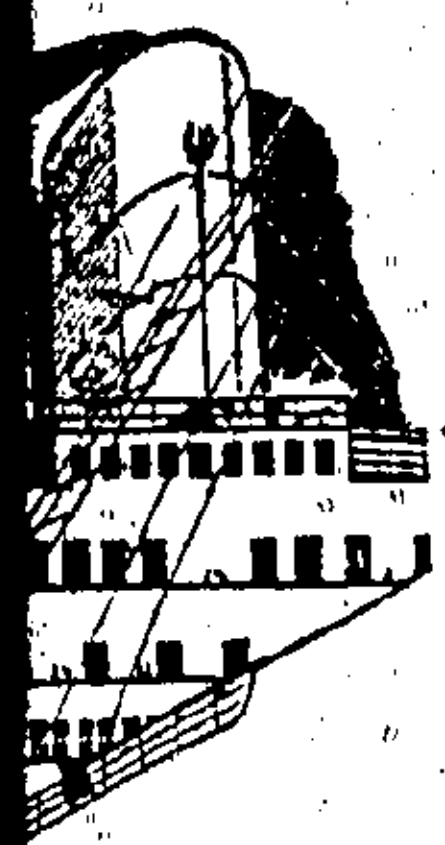
ROUND TRIP FARES TO EUROPE & AMERICA.
Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America
Fortnightly sailings on Saturdays via Manila, Straits, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Johnson ... Mar. 3, 8 a.m.
Pres. Monroe ... Mar. 17, 8 a.m.
Pres. Cleveland ... Mar. 31, 8 a.m.
Pres. Van Buren ... Mar. 14, 8 a.m.
Pres. Grant ... Apr. 28, 8 a.m.
Pres. Adams ... May 12, 8 a.m.
Pres. Harrison ... May 26, 8 a.m.
Pres. Hayes ... June 9, 8 a.m.

TO MANILA

Next Sailing ... Pres. Grant Feb.

“EMPRESS OF BRITAIN”

“The World's Wonder Ship”

SIZE—SPEED—SPACE

Special Reduced Fares

FROM HONG KONG

6 A.M. MARCH 21

Passengers embark MARCH 20)

the luxurious liner “Empress of Britain” completing a world cruise. See Peiping—Hankow—Honolulu—Hilo—California—Panama Canal. Spend a day and night in Balboa—Havana.

Arriving

NEW YORK—MAY 14.
 ROYAL HARBOR, SOUTHAMPTON
 MAY 21.

more trips—as you please—at ports of call.

CANADIAN PACIFIC

ALL THE WAY

2. Canton Agents: Jardine Matheson & Co., Ltd.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

YAMATO MARU ... Wednesday, 21st Feb., at 10 a.m.

YAMATO MARU ... Wednesday, 7th Mar., at 10 a.m.

YAMATO MARU ... Wednesday, 21st Mar.

YAMATO MARU ... Saturday, 10th Mar.

YAMATO MARU ... Saturday, 24th Mar.

YAMATO MARU ... Saturday, 31st Mar.

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Shipping News

Daily Statement, Clearances, Ships in harbour, etc.

YESTERDAY'S FREIGHT RETURNSIMPORTS 10,860 TONS
THROUGH CARGO 16,430 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for H.K.	Through Ports
Bennavonoch	631	2,882
Mau Sang	3,100	—
Tai Yuan	30	30
Sul Yang	180	55
Hai Yang	190	—
Swatow	—	4,131
Swatow	—	2,967
American	—	—
Chattanooga City	747	3,332
Shanghai	—	747
Dutch	—	—
Tjinegara	—	460
Amoy	—	460
German	—	—
Delka Rickmers	332	4,885
Manila	—	332
Danish	—	—
Clara Jensen	2,761	—
Saloon	—	2,761
Norwegian	—	—
Norviken	561	—
Swatow	—	400
Brelviken	—	400
Corona	1,300	2,314
Sandakan	—	2,314
Chinese	—	—
Tung Chung	—	2,100
Canton	—	2,100
Sheng Lee	30	2,100
Swatow	—	2,100
Total	10,862	16,439

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Mau Sang (Br.) Sandakan	129
Tai Yuan (Br.) Amoy	9
Sul Yang (Br.) Swatow	60
Hai Yang (Br.) Swatow	202
Tjinegara (Dut.) Amoy	58
Clara Jensen (Dan.) Saloon	7
Norviken (Nor.) Swatow	59
Total	524

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	5	5
American	1	0
Dutch	1	0
German	1	0
Danish	1	0
Norwegian	3	1
Japanese	0	1
Chinese	2	1
Total	14	8

SHIPS IN HARBOUR.

Wharves.
 Kowloon—Bennavonoch.
 Jardine Matheson's—Norviken.
 Chiu On—Hydrangea.
 Docks.
 Kowloon—Venezia, Hai Ning, Tonjer, Haroldsvang.

CLEARANCES

February 19.

Helios, for Swatow.
 Cape Cross, for Whampoa.
 Chattanooga City, for Manila.
 City of Chicago, for Shanghai.
 Delka Rickmers, for Shanghai.
 Hakone Maru, for Shanghai.
 Hupeh, for Canton.
 Hydrangea, for Swatow.
 Kwangchow, for Swatow.
 Norviken, for Canton.
 Sheng Lee, for Canton.
 Shun Chih, for Saigon.
 Shun Kong, for Hongkong.
 Solviken, for Saigon.
 Tai Yuan, for Canton.
 Tamatsu Maru, for Takao.
 Tin Seng, for K. C. Wan.

SHIPPING MOVEMENTS

The P. & O. s.s. “Chitra” left Singapore for this port on the 18th instant at 6 a.m. with the outward English Mails, and is due here on the 22nd instant at about noon.

The B. & S. s.s. “Laomedon” will arrive from Singapore on 23rd instant.

The B. & S. s.s. “Calchas” will arrive from Shanghai on 20th instant.

The B.I. s.s. “Tilawa” will leave for Amoy, Shanghai, Moji, Kobe and Osaka on or about Wednesday, February 21 at daylight.

The B. & S. s.s. “Klungchow” left Shanghai on February 17 via Swatow with 10 bags mails for Hong Kong on February 21.

AUSTRALIA'S CRUISERS

While Prince George left England yesterday in the 20,000-ton liner Canberra Castle on the first of his two Empire tours, he expects to return from the second in an Australian cruiser of half the tonnage but nearly twice the speed.

The choice will lie between the Australia and the Canberra. They were built in England in 1927, and are replicas of the County class. Said to be rather lively in a sea, they are spacious ships, capable of 32 knots.

Talkies—Proteus, H.M.S., Holmow, Szechuen, Tatsuta Maru, Kanchow, Hunan, Silverew, Tam-ling, Limnea.

Boys.

No. A1—Tjinegara.
 No. A2—Sirdhana.
 No. A4—Chattanooga City.
 No. A11—Tamatsu Maru.
 No. B4—Herv.
 No. B5—Solviken.
 No. B6—Mich'el Jensen.
 No. B7—Clara Jensen.
 No. B8—Hag Sang.
 No. B9—Helios.
 No. B10—Prominent.
 No. B11—Ardent.
 No. B12—Brelviken.
 No. B13—Apoc.
 No. B14—Kwangchow.
 No. B15—Kaying.
 No. B16—Dah Loh.
 No. B17—Halds.
 No. B18—Kamo.
 No. B19—Havdot.
 No. B21—Tai Yuan.
 No. B22—Mau Sang.
 No. B25—Cape Cross.
 No. B26—Carona.
 No. C1—Fingal.
 No. C2—Sheng Lee.

ARRIVALS

February 19.

Ardent, Norwegian str., 1,101 tons.
 Captain Kroger, from Bangkok, buoy No. B11—Thoresen & Co.
 Empress of Asia, British str., 3,883 tons.
 Captain Lovegrove, from Manila, Kowloon Wharf—C.P.R.
 Hakone Maru, Japanese str., 6,306 tons.
 Captain T. Kurita, from Singapore, Kowloon Wharf—N.Y.K.
 Havdot, Norwegian str., 713 tons.
 Captain Rorvik, from Saigon, buoy No. B19—K. Larsen & Co.

Hupei, British str., 1,628 tons.
 Captain J. Taylor, from Swatow, buoy No. B20—B. & S.
 Kaitangata, British str., 1,202 tons.
 Captain J. Crosthwaite, from Whampoa, Yaumati—Williamson & Co.
 Mau Sang, British str., 2,063 tons.
 Captain P. Jowitt, from Sandakan, buoy No. B22—J. M. & Co.

Promise, Norwegian str., 727 tons.
 Captain Hotvedt, from Bangkok, buoy No. B9—K. Larsen & Co.
 Sungshan Maru, Japanese str., 1,503 tons.
 Captain Takayama, from Keelung, Yaumati—N.Y.K.
 Tilawa, British str., 6,153 tons.
 Captain W. E. Grant, from Singapore, Kowloon Wharf—M.M. & Co.

Tung Cheng, Chinese str., 1,219 tons.
 Captain M. Plaskin, from Canton, Yaumati—M. B. K.
 February 18.
 Apoc, British str., 1,778 tons.
 Captain C. Boyce, from Saigon, buoy No. B13—Wo Fat Sing.

Bennavonoch, British str., 3,118 tons.
 Captain J. R. Bothwell, from Singapore, Kowloon Wharf—Gibb Livingston & Co.
 Chattanooga City, American str., 3,450 tons.
 Captain Jonsson, from Shanghai, buoy No. A4—Bank Line.

Hai Yang, British str., 1,397 tons.
 Captain W. G. Erwin, from Swatow, Douglas Wharf—Douglas & Co.
 Norviken, Norwegian str., 1,779 tons.
 Captain O. Berentzen, from Swatow, buoy No. B21—J. M. & Co.

Sheng Lee, Chinese str., 1,764 tons.
 Captain K. Makino, from Swatow, buoy No. C2—Yee Tai Hong.

Tai Yuan, British str., 2,100 tons.
 Captain J. K. Clark, from Amoy, buoy No. B21—B. & S.
 Tjinegara, Dutch str., 5,782 tons.
 Captain P. Welde, from Amoy, buoy No. A1—J.C.J.L.

DONT FORGET

THAT WHEN
 You are at Home
 you can get the
 HONG KONG
 DAILY PRESS
 at SELFRIDGES.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. “CITY OF BATH” ... Havre, London, Rotterdam & Hamburg ... 9th March

S.S. “CITY OF BAGDAD” ... Havre, London, Rotterdam & Hamburg ... 9th April

S.S. “CITY OF ATHENS” ... Havre, London, Rotterdam & Hamburg ... 9th May

NEW YORK, BOSTON & BALTIMORE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

MAURITIUS & SOUTH AFRICA

S.S. “TINHOW” ... 30th April

Loading for Mauritius Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown

LIMITED PASSENGER ACCOMMODATION AVAILABLE

ALSO AGENTS FOR

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. “SOMERVILLE” ... 25th Feb.

Issuing through B/Lading to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage on any of the above lines apply—

THE BANK LINE, LTD.

Telephone: 27791

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
“RAWALPINDI”	17,000	24th Feb.	Bombay, Marseilles & London
“BOUDAN”	6,500	3rd Mar.	Mars, Havre, L'don, H'g.
“MIRZAPUR”	8,700	3rd Mar.	S'pore, Penang, Bombay & Karachi
“COMORIN”	15,000	10th Mar.	Marseilles and London
“CHITRAL”	15,000	24th Mar.	do.
“BURDWAN”	6,000	31st Mar.	Bombay, Mars, Havre, L'don.
“BANCHI”	17,000	7th April	H'g., R'dm., A'werp. & Hull
“CARTHAGE”	15,000	21st April	Marseilles and London
“SOMALI”	6,000	28th April	do.
“NALDERA”	16,000	6th May	Bombay, Mars, Havre, L'don.
“CONFU”	15,000	19th May	H'g., R'dm., A'werp. & Hull
“BANGALORE”	6,000	26th May	Bombay, Marseilles and London
“MANTUA”	11,000	2nd June	do.
“RAWALPINDI”	17,000	16th June	Bombay, Mars, Havre, L'don.
“BHUTAN”	6,000	23rd June	H'g., R'dm., A'werp. & Hull
“KARNAL-HIND”	12,000	30th June	Bombay, Marseilles & London
“RAJPUTANA”	17,000	14th July	do.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
“SIRDHANA”	8,000	20th Feb.	Singapore, Penang & Calcutta
“TALMA”	10,000	6th Mar.	do.
“TILAWA”	10,000	18th Mar.	do.
“SANTHA”	8,000	1st April	do.
“TAKADA”	7,000	15th April	do.

† Calls Rangoon.

British India steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
“TANDA”	7,000	3rd Mar.	Manila, Rangoon, Brisbane
“NANKIN”	7,000	30th Mar.	Sydney and Melbourne
“NELLORE”	7,000	4th Mar.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

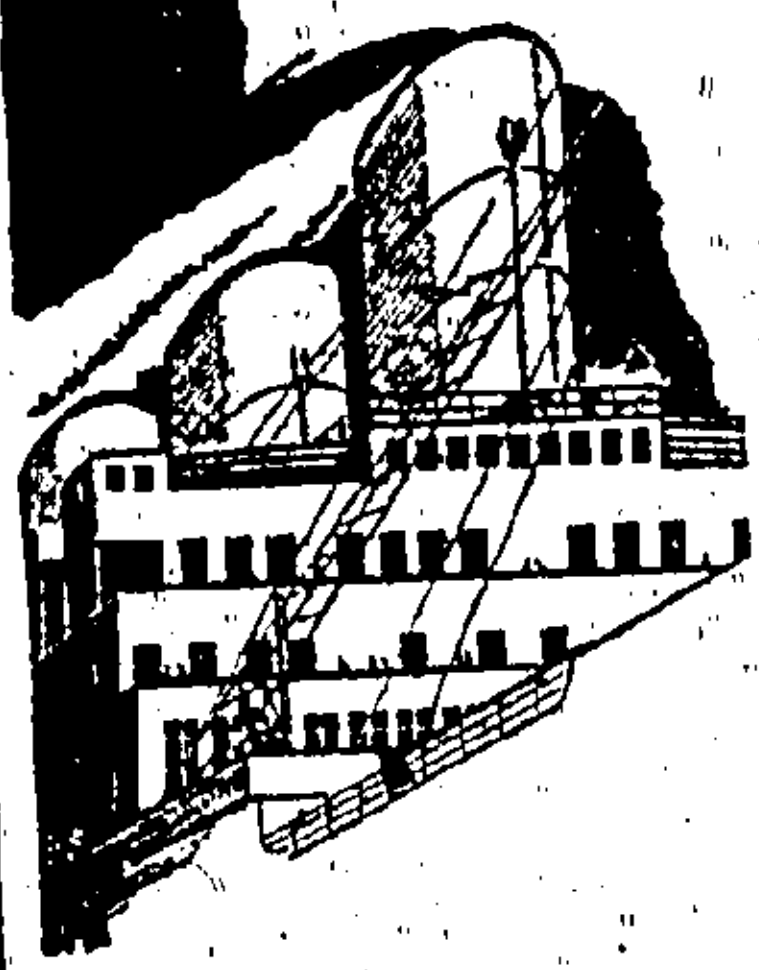
SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
“TILAWA”	10,000	21st Feb.	Amoy, S'hai, Moji, Kobe & Osaka
“BURDWAN”	6,500	22nd Feb.	S'hai, Moji, Kobe & Yokohama
“CHITRAL”	15,000	23rd Feb.	S'hai, Moji, Kobe & Yokohama
“NANKIN”	7,000	4th Mar.	S'hai, Moji, Kobe & Yokohama
“SANTHA”	8,000	9th Mar.	S'hai, Moji, Kobe & Yokohama
“BANCHI”	17,000	9th Mar.	S'hai, Moji, Kobe & Yokohama
“SOMALI”	6,000	21st Mar.	do.
“CARTHAGE”	15,000	23rd Mar.	Amoy, S'hai, Moji, Kobe & Osaka
“TAKADA”	7,000	23rd Mar.	S'hai, Moji, Kobe & Yokohama
“NALDERA”	16,000	5th Apr.	S'hai, Moji, Kobe & Yokohama
“NELLORE”	7,000	5th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
“SIRDHANA”	8,000	6th Apr.	S'hai, Moji, Kobe & Yokohama
“BANGALORE”	6,000	18th Apr.	S'hai, Moji, Kobe & Yokohama
“CONFU”	15,000	19th Apr.	S'hai, Moji, Kobe & Yokohama
“MANTUA”	11,000	3rd May	do.
“BHUTAN”	6,000	16th May	S'hai, Moji, Kobe & Yokohama
“RAWALPINDI”	17,000	17th May	S'hai, Moji, Kobe & Yokohama
“KARNAL-HIND”	12,000	17th May	S'hai, Moji, Kobe & Yokohama
“RAJPUTANA”	17,000	14th June	S'hai, Moji, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punka Louvers Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 6 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

EMPRESS OF BRITAIN



"The World's Wonder Ship"

SIZE—SPEED—SPACE

Special Reduced Fares

FROM HONG KONG

6 A.M. MARCH 21

(Passengers embark MARCH 20)

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Arriving

NEW YORK—MAY 14.
CHERBOURG, SOUTHAMPTON
MAY 21.

Shore trips—as you please—at ports of call.

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ALL THE WAY

Tel. 20752. Canton Agents: Jardine Matheson & Co., Ltd.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TATSUTA MARU ... Wednesday, 21st Feb., at 10 a.m.
ASAMA MARU ... Wednesday, 21st Mar., at 10 a.m.
TAIYO MARU ... Wednesday, 21st Mar., at 10 a.m.

SEATTLE & VANCOUVER.

HEIAN MARU (Starts from Kobe) Saturday, 10th Mar.
HIKAWA MARU (Starts from Kobe) Saturday, 24th Mar.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.
KASHIMA MARU ... Saturday, 3rd Mar.
YASUKUNI MARU ... Friday, 16th Mar.
HAKONE MARU ... Saturday, 31st Mar.

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 24th Feb.
ATSUTA MARU ... Saturday, 24th Mar.

ROMBAY via Singapore, Penang and Colombo.

TOKIWA MARU ... Thursday, 1st Mar.
GENOA MARU ... Friday, 2nd Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Monday, 26th Feb.
NEW YORK via Panama. ... Friday, 23rd Feb.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.
LYONS MARU ... Saturday, 10th Mar.

CALCUTTA via Singapore, Penang and Rangoon.

CALCUTTA MARU ... Thursday, 1st Mar.
TOKUSHIMA MARU ... Thursday, 8th Mar.

SHANGHAI, KOBE & YOKOHAMA.

TANGO MARU (Kobe direct) ... Monday, 26th Feb.
YAMAGATA MARU ... Tuesday, 27th Feb.
SUWA MARU ... Saturday, 3rd Mar.

† Cargo only.

For further information, apply to:—

NIPPON YUSEN KAISHA

Telephone 30391. (Private exchanges to all Dep'ts.)



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ARAMIS ... 27th Feb.
ANDRE LEBON ... 13th Mar.
FELIX ROUSSEL ... 27th Mar.
PORTHOS ... 10th Apr.
CHERONCEAUX ... 24th Apr.
D'ARTAGNAN ... 8th May

To SHANGHAI—KOBE.

ANDRE LEBON ... 25th Feb.
F. ROUSSEL ... 9th Mar.
PORTHOS ... 23rd Mar.
CHERONCEAUX ... 8th Apr.
D'ARTAGNAN ... 22nd Apr.
ATHOS II ... 6th May

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at PORT SAID or DUNGOVI.

For Full Particulars, apply to:—

Cie. Des MESSAGERIES MARITIMES, 3 QUEEN'S BUILDING.

Shipping News

Daily Statement. Clearances. Ships in harbour, etc.

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Norviken (Nor.), Swatow 59
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SHIPS IN HARBOUR.

Wharves.
Kowloon: Benavonoch, Jardine Matheson's—Norviken.
Chi On: Hydrangea.
Docks.
Kowloon: Venezia, Hai Ning.
Tonjer, Haraldsvang.

CLEARANCES

February 19.

Hellos, for Swatow.
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Chattanooga City, for Manila.
City of Chicago, for Shanghai.
Dike Dickmers, for Shanghai.
Hakone Maru, for Shanghai.
Hupei, for Canton.
Hydrangea, for Swatow.
Kwangchow, for Swatow.
Norviken, for Canton.
Sheng Lee, for Canton.
Shun Chih, for Saigon.
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The choice will lie between the Australia and the Canberra. They were built in England in 1927, and are replicas of the County class.
Said to be rather lively in a seaway, they are spacious ships, capable of 32 knots.

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Boats.

- No. A1.—Tjinegara.
- No. A2.—Sirdhana.
- No. A4.—Chattanooga City.
- No. A11.—Tamatsu Maru.
- No. B4.—Herve.
- No. B5.—Solviken.
- No. B6.—Michael Jensen.
- No. B7.—Clara Jensen.
- No. B8.—Hang Sang.
- No. B9.—Helm.
- No. B10.—Prominent.
- No. B11.—Ardent.
- No. B12.—Breviken.
- No. B13.—Apoc.
- No. B14.—Kwangchow.
- No. B15.—Dah Loh.
- No. B17.—Baldia.
- No. B18.—Kamo.
- No. B19.—Haydrot.
- No. B21.—Tai Yuan.
- No. B22.—Mau Sang.
- No. B25.—Cape Cross.
- No. B28.—Carona.
- C1.—Fingal.
- C2.—Sheng Lee.

ARRIVALS

February 19.

Ardent, Norwegian str., 1,101 tons.
Captain Kroger, from Bangkok, buoy No. B11.—Thoresen & Co.
Empress of Asia, British str., 8,883 tons, Captain Lovegrove, from Manila, Kowloon Wharf.—C.P.R.
Hakone Maru, Japanese str., 6,308 tons, Captain T. Kurita, from Singapore, Kowloon Wharf.—N.Y.K.
Haydrot, Norwegian str., 713 tons, Captain Røvik, from Saigon, buoy No. B19.—K. Larsen & Co.
Hupei, British str., 1,828 tons, Captain J. Taylor, from Swatow, buoy No. B20.—S. & S.
Kaitangata, British str., 1,202 tons, Captain J. Crosthwaite, from Whampoa, Yaumati.—Williamson & Co.
Mau Sang, British str., 2,063 tons, Captain P. Jowitt, from Sandakan, buoy No. B22.—J. M. & Co.
Promise, Norwegian str., 727 tons, Captain Hotvedt, from Bangkok, buoy No. B9.—K. Larsen & Co.
Sungshan Maru, Japanese str., 1,503 tons, Captain Takayama, from Keelung, Yaumati.—N.Y.K.
Tilawa, British str., 6,153 tons, Captain W. E. Grant, from Singapore, Kowloon Wharf.—M.M. & Co.
Tung Cheng, Chinese str., 1,219 tons, Captain M. Plaskin, from Canton, Yaumati.—M. B. K.

February 18.

Apoc, British str., 1,778 tons, Captain C. Boyce, from Saigon, buoy No. B13.—Wo Fat Sing.
Benavonoch, British str., 3,118 tons, Captain J. R. Bothwell, from Singapore, Kowloon Wharf.—Gibb Livingston & Co.
Chattanooga City, American str., 3,450 tons, Captain Jonsson, from Shanghai, buoy No. A4.—Bank Line.
Hai Yang, British str., 1,397 tons, Captain W. G. Erwin, from Swatow, Douglas Wharf.—Douglas & Co.
Norviken, Norwegian str., 1,778 tons, Captain O. Berenzen, from Swatow, buoy No. B21.—J. M. & Co.
Sheng Lee, Chinese str., 1,764 tons, Captain K. Makino, from Swatow, buoy No. C2.—Yee Tai Hong.
Tai Yuan, British str., 2,100 tons, Captain J. K. Clark, from Amoy, buoy No. B21.—B. & S.
Tjinegara, Dutch str., 5,762 tons, Captain P. Welde, from Amoy, buoy No. A1.—J.C.J.L.

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"MIRZAPORE"	6,700	3rd Mar.	Spore, Penang, Bombay & Karachi
"COMORIN"	15,000	10th Mar.	Marseilles and London.
"CHITRAL"	15,000	24th Mar.	do.
"BUDDHAN"	6,000	31st Mar.	Bombay, Marsa, Havre, L'don, H'bg., R'dm., A'werp, & Hull
"RANCHI"	17,000	7th April	Marseilles and London.
"CARTHAGE"	15,000	21st April	do.
"SOMALI"	6,000	28th April	Bombay, Marsa, Havre, L'don, H'bg., R'dm., A'werp, & Hull
"NALDERA"	16,000	5th May	do.
"CORFU"	15,000	19th May	Bombay, Marseilles and London
"BANGALORE"	6,000	26th May	do.
"MANTUA"	11,000	2nd June	B'ham, Marsa, Havre, London, H'bg., R'dm., A'werp, & Hull
"RAWALPINDI"	17,000	16th June	Bombay, Marseilles & London.
"BHUTAN"	6,000	23rd June	do.
"KARAKI-HIND"	12,000	30th June	Bombay, Marsa, Havre, L'don, H'bg., R'dm., A'werp, & Hull
"RAJPUTANA"	17,000	14th July	Bombay, Marseilles & London.

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Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,000	21st Feb.	Amoy, Shai, Moji, Kobe & Osaka
"BUDDHAN"	6,500	22nd Feb.	Shai, Moji, Kobe & Yokohama.
"CHITRAL"	15,000	23rd Feb.	Shai, Kobe & Yokohama.
"RANKIN"	7,000	4th Mar.	H'bai, Moji, Kobe & Y'hama
"SANTHIA"	8,000	9th Mar.	Amoy, Shai, Moji, Kobe & Osaka
"RANCHI"	17,000	8th Mar.	Shai, Kobe & Yokohama
"SOMALI"	6,800	21st Mar.	do.
"CARTHAGE"	15,000	23rd Mar.	Amoy, Shai, Moji, Kobe & Osaka
"TAKADA"	7,000	24th Mar.	Shai, Moji, Kobe & Yokohama.
"NALDERA"	16,000	5th Apr.	do.
"NELLORE"	7,000	6th Apr.	Amoy, Shai, Moji, Kobe & Osaka
"SIRDHANA"	8,000	18th Apr.	Shai, Moji, Kobe & Y'hama
"BANGALORE"	6,000	19th Apr.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	3rd May	Shai, Moji, Kobe & Yokohama
"MANTUA"	11,000	16th May	do.
"BHUTAN"	6,100	17th May	Shanghai, Kobe & Y'hama
"RAWALPINDI"	17,000	31st May	Shai, Moji, Kobe & Yokohama
"KARAKI-HIND"	12,000	31st May	Shai, Kobe & Yokohama
"RAJPUTANA"	17,000	14th June	Shai, Kobe & Yokohama

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SHANGHAI and EUROPE via SIBERIA (London, 29th January)	Calcutta ...	20th	Feb.
SHANGHAI and SWATOW	Kyushu ...	21st	Feb.
STRAITS	Batavia ...	21st	Feb.
EUROPE via SUVA (Letters and Papers) London, 15th January - and Parcels, 18th January	Chennai ...	22nd	Feb.
JAPAN	Yokohama ...	22nd	Feb.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 3rd February)	Montevideo Maru	22nd	Feb.
JAPAN	Fra. Grant	23rd	Feb.
JAPAN	Asano Maru	23rd	Feb.
JAPAN and SHANGHAI	Araka Maru	23rd	Feb.
MANILA	Kawapendi	23rd	Feb.
STRAITS	Fra. Proteo	23rd	Feb.
JAPAN	Lamedon	23rd	Feb.
SAIGON	Bokijo Maru	24th	Feb.
STRAITS	David Leton	25th	Feb.
SHANGHAI	Diamond	25th	Feb.
SHANGHAI	Agapone	25th	Feb.
STRAITS	Aramis	27th	Feb.
JAPAN	Yamagata Maru	27th	Feb.
STRAITS	Asagato Maru	27th	Feb.
JAPAN	Calcutta Maru	28th	Feb.
STRAITS	Tokima Maru	28th	Feb.
JAPAN	Dreadnaught	28th	Feb.
SHANGHAI	Tanda	28th	Feb.
JAPAN			